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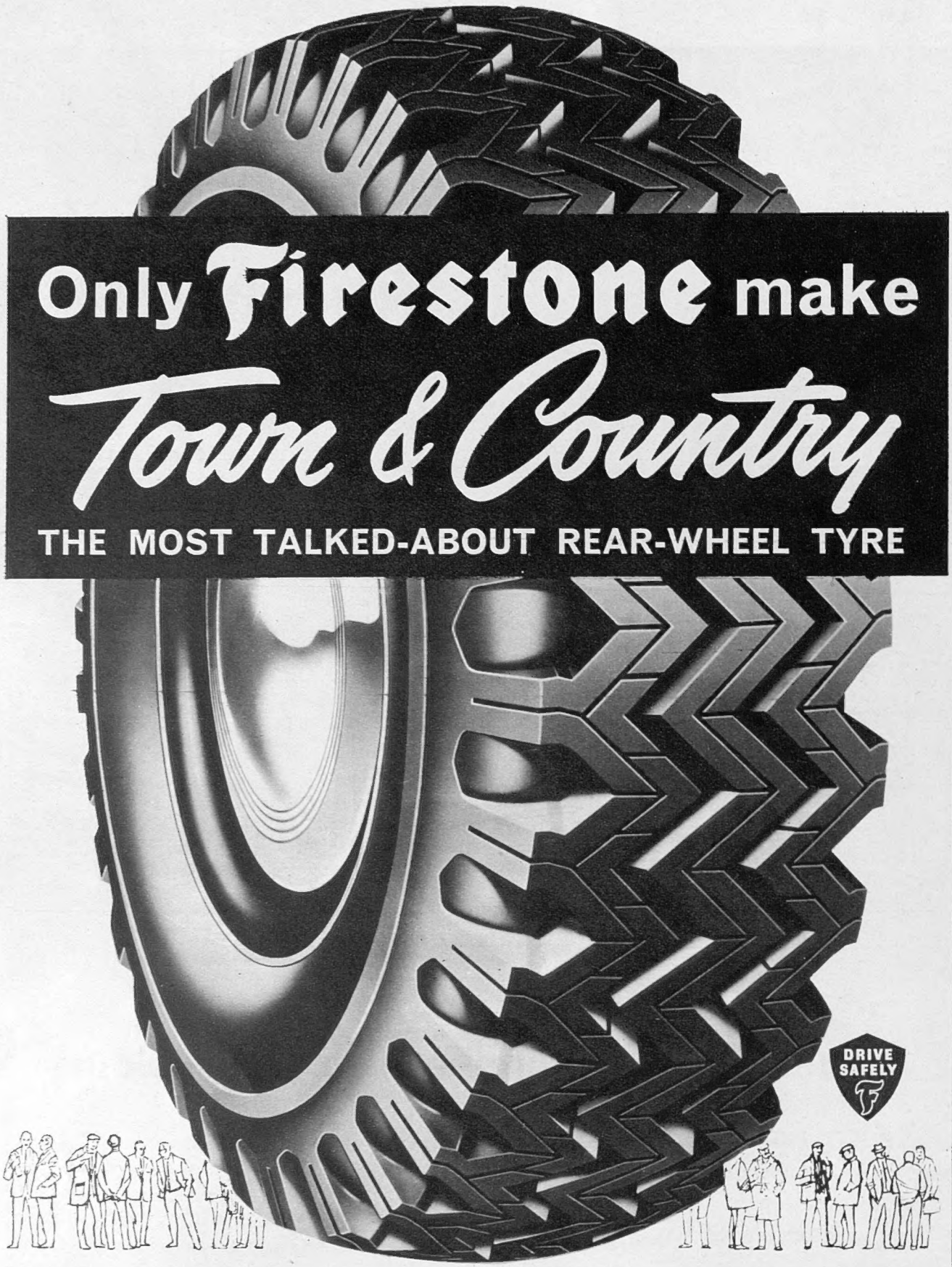


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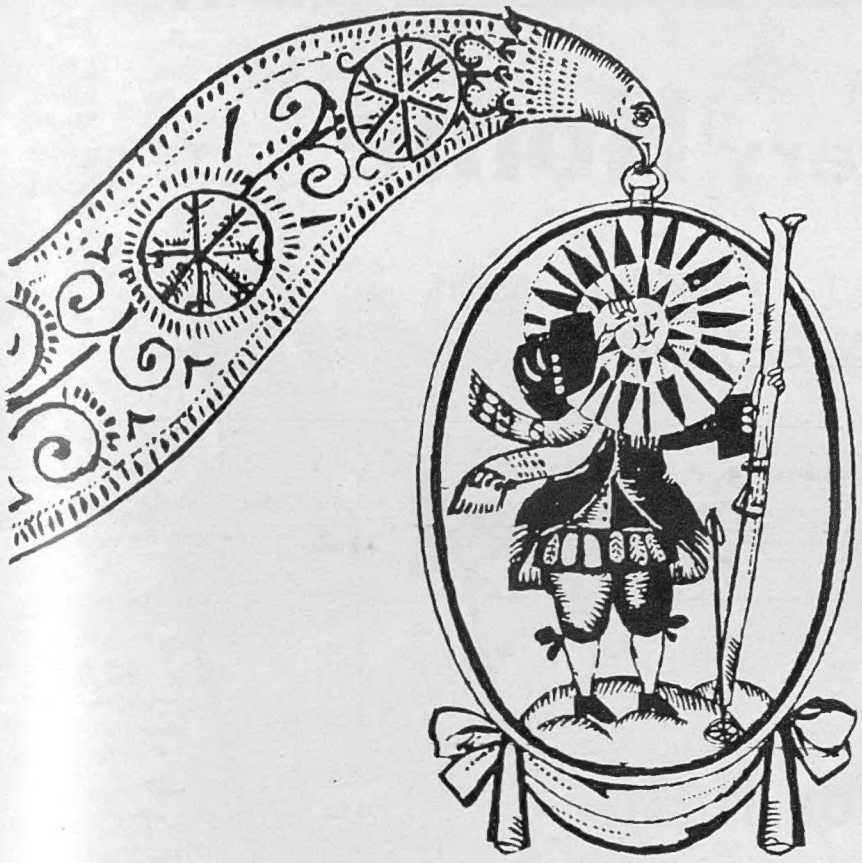

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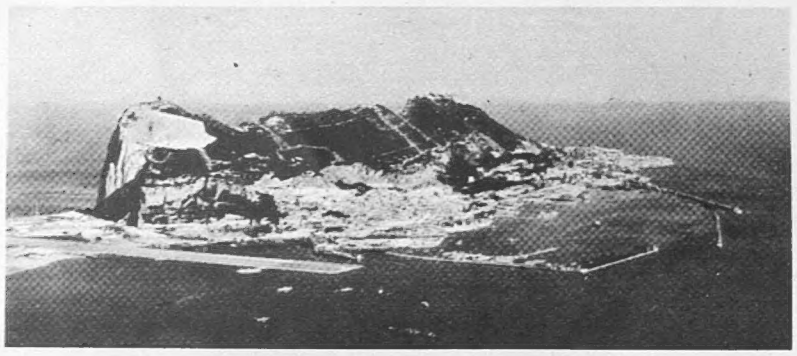

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Volume CCXLVII No. 3208

# THE SPHERE

LONDON, November 25, 1961

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With which are incorporated *The Graphic* and *Black & White*

## SUNSHADE FOR THE QUEEN

President Nkrumah holds a sunshade over the Queen as they arrive in an open car to attend the durbar at Tamale. After the Queen and the Duke of Edinburgh had made their up-country tour of Ghana, they returned to Accra for the end of their visit. They saw modern industrial developments, went to the University of Ghana and Achimoto College, and attended a race meeting at the Accra Turf Club. At a ball at the State House, the Queen and President Nkrumah danced the "High Life," Ghana's favourite dance. Her Majesty and the Duke of Edinburgh left Ghana at the beginning of this week to go to Liberia, and then to Sierra Leone, where they remain until December 1. The last visits of the tour are to Gambia, from December 3-5, and to Senegal. (See also pages 304-305.)

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 5½d.

CHEERS FOR SIR WINSTON CHURCHILL AT HARROW

An enthusiastic welcome is given by the boys of Harrow School to the most famous Old Harrovian as he arrives at the school for the annual songs. With him are Lady Churchill and Inspector Murray, his personal detective. Sir Winston will be eighty-seven on November 30. Last week was the twenty-first time since 1940 he had returned to his old school to take part in the songs (the year he missed was 1956). Prolonged applause greeted him as he entered the Speechroom. After sitting and listening to the songs, he stood with the rest of those present to join in the school song "Forty Years On" and his jaw jutted out in familiar Churchillian manner during the chorus "Follow up, follow up." There were more cheers for Sir Winston when he walked from the Speechroom to the Headmaster's house. Later he appeared smoking a cigar on the balcony of the house

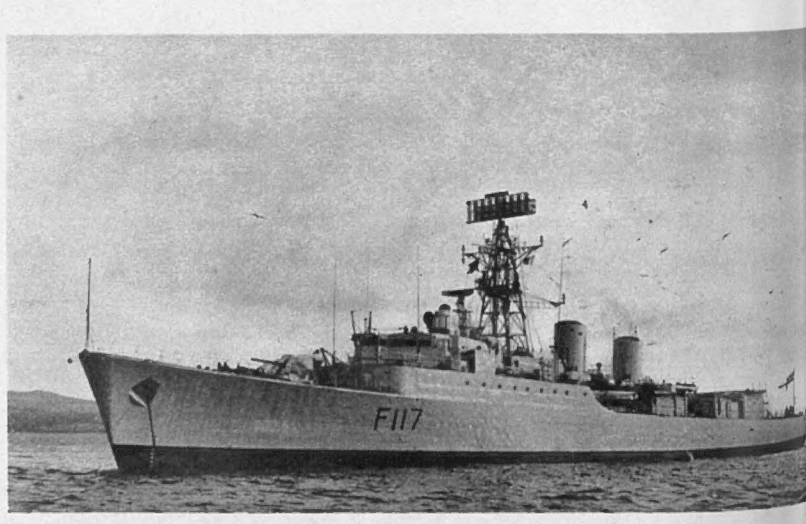
BRITAIN'S DRIVE FOR MORE TOURISTS NEXT YEAR

**Below right:** Sir William Mabane, Chairman of the British Travel and Holiday Association, addresses a luncheon in Chicago given by the Association of Commerce and Industry. He was on a visit in the course of his "Come to Britain" tourist drive. Sir William's target is to attract 2,000,000 tourists from overseas to Britain next year

A SURVEY OF ANGLO-JAPANESE TRADE

**Far right:** Sir Norman Kipping, Director-General of the F.B.I., talks to the Press in London about the joint Report "A Look at Japan" by himself and Mr. J. R. M. Whitehorn, a Deputy Director (Overseas) of the F.B.I. They recently returned from visiting Japan. The Report, which is based upon their observations of Japanese industry, is considered timely in view of possible revision of Anglo-Japanese trade relations

THE ROYAL NAVY'S LATEST CRUISER ENTERS VALLETTA




THE PROTOTYPE OF A NEW CLASS OF FRIGATE

H.M.S. *Blake*, Britain's latest cruiser, which was completed in January of this year, enters Valletta Grand Harbour in Malta. H.M.S. *Blake*, which displaces 9,550 tons, was in the Mediterranean to work up with her sister ship H.M.S. *Tiger*. On her way to Malta she encountered a severe gale and was engaged in searching for the survivors of the *Clan Keith*, which had blown up and sunk off the Tunisian coast. **Right:** H.M.S. *Ashanti*, the prototype of the new Tribal class of general-purpose frigates, seen during recent sea trials. This is the first class of frigate to carry a helicopter for anti-submarine reconnaissance. Her armaments include two 4.5-in. guns, two 40-mm. Bofors anti-aircraft guns, one Limbo three-barrelled depth bomb mortar and two seacats which are ship-to-air guided missiles in the close range

# THE NEWS IN PICTURES

FLOODING HAMPERS FAMINE RELIEF IN EAST AFRICA

An aerial view of a flooded native village in the Tana River area of Kenya, a hundred miles north of Mombasa. Extensive flooding has added to the difficulties of bringing relief to wide areas of the country suffering from famine following a two-year drought. The main roads from Nairobi to Mombasa, the Northern Frontier district, Tanganyika and Uganda were all impassable last week, and supplies had to be flown in by plane. The whole of Kajiado district, one of the worst hit areas, with a population of 40,000 Masai tribesmen, was reported cut off. **Below left:** A doctor examines children in one of the famine areas. The British Government has already provided £500,000 worth of food, and Mr. Maudling told the Commons on Thursday of last week that he was considering urgently, in consultation with the service departments, how the help they were already giving could be supplemented. More aid has been promised from the U.S. International Co-operation Administration, the American Meals for Millions organisation, the British War on Want Movement and the Oxford Committee for Famine Relief. Severe famine and flooding are also widespread in Tanganyika. The Prime Minister, Mr. Julius Nyerere, has applied to the British Government for assistance in meeting the cost of the distribution of supplies. **Far right:** An R.A.F. Twin-Pioneer of 21 Squadron is loaded with supplies at Malindi prior to departing for distressed areas

A MEDICAL OFFICER INSPECTS UNDERNOURISHED CHILDREN

LOADING SUPPLIES FOR THE DISTRESSED AREAS

## ROYAL WEDDING IN MOROCCO

In this group in Rabat after the wedding of Prince Moulay Abdullah to Princess Lamia Riad Solh are, from left: M. Cherkaoui, the Moroccan Ambassador to France; his wife, Princess Lalla Malika; Princess Lalla Aischa, eldest daughter of the late King Mohammed V of Morocco; the bridegroom and the bride. Prince Moulay Abdullah, who is aged twenty-six, is the younger brother of the present ruler of Morocco, King Hassan. From 1953 to 1955 Prince Moulay Abdullah was with his father during the latter's exile in Corsica and Madagascar. After this he studied law in Paris and now plays an active part in Moroccan social welfare organisation and sports clubs. Princess Lamia Riad Solh, aged twenty-six, comes from Lebanon and is the daughter of the late Riad Solh, who was a prominent Lebanese political leader. She was created a Princess by King Hassan before the marriage

# THE NEWS IN PICTURES

THE JAPANESE EMPEROR TOASTS PRINCESS ALEXANDRA AT A BANQUET IN HER HONOUR

Emperor Hirohito of Japan (left centre) raises his glass in a toast to Princess Alexandra of Kent during a State banquet held in Tokyo in her honour. The Princess had travelled to Japan from Hong Kong by B.O.A.C. Britannia, for the next stage of her tour of the Far East. Her eight-day visit was the first from a member of the British Royal Family since the Duke of Gloucester's visit in 1929. The Tokyo newspaper *Yomiuri* welcomed the Princess and commented: "We are all aware that the British have long memories." It went on, the war had ended 16 years ago and it was time to let bygones be bygones. Among the highlights of her tour were a visit to an ancient Japanese ballad drama in the Kabuki Theatre, a tour of a pearl cultivation farm in Western Japan, where she saw women pearl divers at work, and a chat over green tea and raw fish with apprentice Geisha girls in Kyoto

THE LAST DAY OF THE PRINCESS'S HONG KONG VISIT

Princess Alexandra, accompanied by the Governor of Hong Kong, arrives by car at Queen's Pier. At the pier she took the Royal Salute from the Hong Kong Police guard of honour, before leaving by launch for the airstrip. The previous evening she had attended a reception given in her honour at the Miramar Hotel by Chinese organisations representing about 1,000,000 people. These were Kaifong welfare associations, covering all the urban areas, Chinese Women's Welfare Clubs and other bodies. At the reception she was presented with an ivory figure of the Taoist goddess Ma Ku, who symbolises youth, beauty and longevity

DISCUSSIONS ON GREATER MALAYSIA

**Below right:** Tunku Abdul Rahman, the Prime Minister of Malaya, is welcomed by Mr. Duncan Sandys, the Commonwealth Relations Secretary, at London Airport. The Tunku had arrived for discussions with the British Government on his proposals for a Greater Malaysia. This would be a Federation of Malaya, which is independent, Singapore, which has internal self-government, and the British colonies of Sarawak and North Borneo and the British Protectorate of Brunei. Britain has approved the proposal in principal. At the airport the Tunku said he believed that such a federation would strengthen the people of South-East Asia against Communism. The talks in London are expected to last until the end of next week

WEST GERMANY'S NEW FOREIGN MINISTER

**Far right:** Herr Gerhard Schroeder (right) talks in Bonn with Mr. Smirnov, Soviet Ambassador to West Germany. The occasion was a reception by the new West German Foreign Minister to introduce himself to the Diplomatic Corps

# NEWS SUMMARY

*Berlin's wall strengthened; neutralists leaders confer in Cairo; visits between Western heads of government; Britain's immigration controversy; another Latin American crisis*

## INTERNATIONAL

Great activity started on Sunday night in **Berlin** on the Communist side of the wall dividing the East and West sectors. The wall itself was being reinforced, barbed wire barricades strengthened and concrete blocks and posts erected to form what appeared to be anti-tank traps. Soldiers of the East German Army and members of the People's Police worked under searchlights in the Friedrichstrasse, the only international crossing-point to remain open after the closing of the frontier by the Communists on August 13. These moves in East Berlin coincided with the arrival of Dr. Adenauer in **Washington** for his talks with President Kennedy.

In **Cairo** the "Big Three" of the non-aligned world—Presidents Tito and Nasser and Mr. Nehru—met for an informal conference over the weekend. They were understood to have discussed among other subjects the possibility of another neutralist conference on the lines of the Belgrade Conference of last September which, they believed, had contributed "to a certain improvement" in the international situation. Mr. Nehru was on his way back to India after his visits to Washington, London and Moscow.

Before going to Egypt President Tito had talks last week in **Belgrade** with Mr. Edward Heath during the official visit of Britain's Lord Privy Seal to Yugoslavia. Their conversations ranged over a wide field from the future of the United Nations and Russia's relations with China and Albania to the German problem and Anglo-Yugoslav trade.

From Yugoslavia Mr. Heath flew to Geneva for a meeting of Ministers of the European Free Trade Association countries (Britain, Norway, Sweden, Denmark, Austria, Switzerland and Portugal). Britain's negotiations with the Common Market nations (France, Italy, West Germany and the Benelux States) were due to continue in Brussels from Wednesday of this week.

## GREAT BRITAIN

President de Gaulle was due to arrive at Gatwick on Friday, November 24, on a private visit to see Mr. Macmillan. The President and Madame de Gaulle will spend the weekend at **Birch Grove,** Mr. Macmillan's Sussex home. No speeches were planned and no communiqué was to be issued after the talks. (The visit follows the same pattern as that spent by Mr. Macmillan with President de Gaulle at Rambouillet in January.)

By last week, the Government appeared to be having second thoughts about its Commonwealth Immigrants Bill. Under the Bill immigrants from the Commonwealth and Eire would have to be either self-supporting or possess a Ministry of Labour voucher. At the beginning of last week, Mr. Butler, the Home Secretary, privately explained the Bill to the Conservative Home Affairs Committee and said it was doubtful whether immigrants from Southern Ireland could be controlled owing to administrative difficulties. In the second reading of the Bill in the Commons, the Opposition launched an eloquent attack. This was led by Mr. Gaitskell and Mr. Gordon Walker. They considered that if the Bill excluded Eire from its provisions it would clearly discriminate against coloured Commonwealth citizens. Later, Mr. Hare, the Minister of Labour, said the Government would consider the Irish problem again.

It was generally considered that the Chancellor of the Exchequer's wage pause was ending. The crucial announcement came last week when the nationalised electricity industry granted wage increases that will amount to £4,000,000 a year.

## CONGO

Last week added Italy to the ranks of those countries which have lost nationals in the U.N. Congo operation. On Thursday news came from **Kindu,** in Kivu province, that thirteen Italian airmen had been murdered there by a mob of mutinous Congolese soldiers, who had mistaken them for Belgian paratroops. The Italians had been delivering supplies for the U.N. troops in Kindu. There was also evidence of severe indiscipline among Congolese troops in **Albertville,** in North Katanga, which had recently passed out of the control of Mr. Tshombe, Katanga's President. Public opinion in Italy was deeply shocked by the murders. In **New York** U Thant, the Acting Secretary-General of the U.N., ordered U.N. troops to take every possible measure to restore order in the two towns and to see that those responsible for the outrage were brought to justice. Reports that Kindu had been bombed were denied by a U.N. spokesman.

Congo news also centred on a report published by the U.N. commission which had been inquiring into the death of Mr. Lumumba. This found that the former Prime Minister had probably been killed in the presence of Mr. Tshombe four weeks before the Katanga Government released the story that he had been killed by tribesmen after he had escaped from his captivity in Elisabethville. The report was denied absolutely by Mr. Tshombe.

Crowds in Rome carry flags and flowers as part of the national mourning for the Italian airmen killed in Congo

## FINLAND

The Finnish policy of strict neutrality has come under severe pressure from the Soviet Union. President Kekkonen agreed to meet Mr. Khrushchev at the end of this week at **Novosibirsk,** in Siberia. Last week the Finnish Foreign Minister, Mr. Karjalainen, flew to **Moscow** for talks with Mr. Gromyko after the Soviet Union demanded military consultations under the 1948 mutual assistance pact. The reason given by the Russians was the threat of an attack on the Soviet Union "from West Germany and her allies" through Scandinavia. In an attempt to avoid military consultations, President Kekkonen tried to gain time by announcing the decision to dissolve Parliament and hold general elections. But apparently this was not enough; hence President Kekkonen's journey to see Mr. Khrushchev.

## THE DOMINICAN REPUBLIC

The chequered history of the Republic, one-half of the island of Hispaniola, entered a new phase last weekend. President Balaguer, broadcasting from **Ciudad Trujillo,** declared a state of emergency. He took over the Government after the assassination of the late Generalissimo Trujillo last May. Since then President Balaguer has been trying to bring democracy to the Republic despite the opposition of the Trujillo family. Early this week the two brothers of the Generalissimo—General Hector Trujillo, a former President, and General Arizmendi Trujillo—left the Republic. The Generalissimo's son, General Raphael Trujillo, who took over the control of armed forces after his father's death, left last week. While President Balaguer was striving to keep his Government going, three U.S. destroyers and a cruiser patrolled off the coast.

## SUDAN

General Abboud, the Sudanese President, announced in **Khartoum** on Friday of last week that he was planning four stages of political development towards a democracy and "a correct parliamentary life after the general elections." Sudan has been under military rule since November 1958.

# GHANAIAN GAIETY

The Queen and the Duke of Edinburgh left Accra last week for the north of Ghana, where they received tumultuous welcomes at two durbars—at Tamale, given by the Northern and Upper Region chiefs, and at Kumasi, given by the chiefs of the Ashanti. Many tribespeople walked distances up to 200 miles to attend the durbars. These were scenes of electric gaiety and brilliant tribal dress, of the long traditions of Ghanaian ceremonial occasions. After their return to Accra, the Queen and the Duke of Edinburgh saw another side of Ghana, of modern industrial development. They visited Tema deep-water harbour and town and Akosombo, site of the dam for the Volta River project.

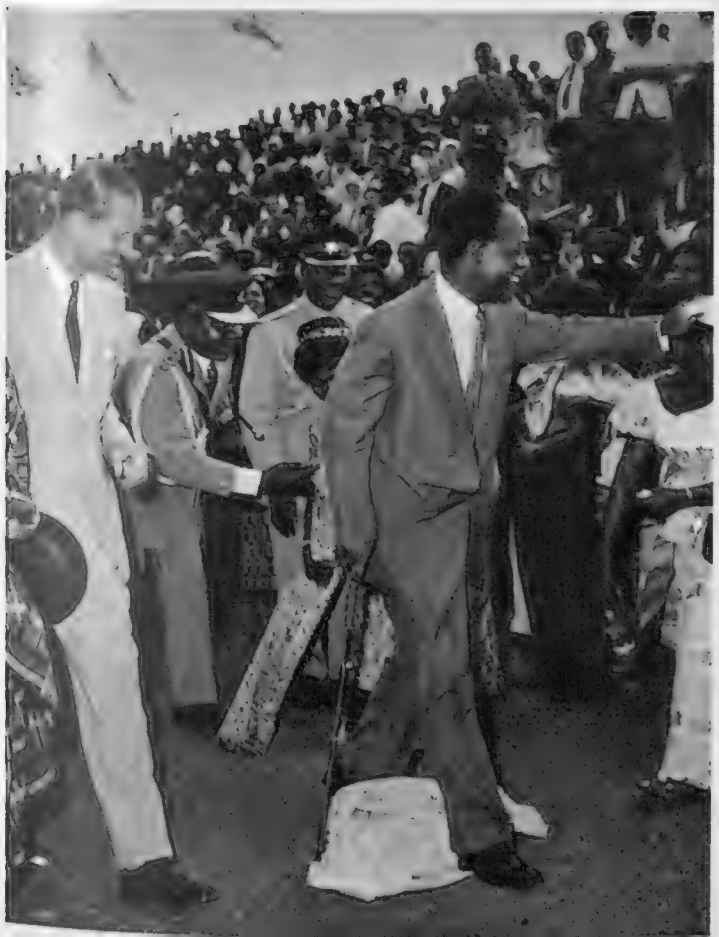
A young artist rests on his laurels as the Queen is shown round a day nursery in Accra

Best headwear is worn in the Queen's honour

The hats come in a colourful variety of styles

Dancers perform at the durbar at Tamale before the Queen and the Duke of Edinburgh, seated on the dais

Protected by a huge sunshade, the Queen walks among tribesmen of the Ashanti region at a durbar held in her honour at Kumasi sports stadium



At Tamale, Prince Philip shakes hands with the donor of a sun hat. **Left:** He watches President Nkrumah step carefully on a cloak thrown ceremonially on the ground at Kumasi airport

JOHN CONNELL

# K. AND K.—THE NEED FOR MODERATION

It has taken more than eight-and-a-half years to complete the process which began immediately after Stalin's death. Not only have his legacies of power and authority been finally and fully distributed and consolidated in their new ownership; the memory of the man was first tarnished, and is now officially liquidated. De-Stalinisation may now be regarded as both practically and symbolically accomplished. And Mr. Khrushchev, however unsteady his beginnings, however unpredictable his ultimate destination, has been in the business of leading a great world power longer than anybody else—with two significant exceptions: Mr. Mao and Mr. Nehru. Though he sometimes acts as if he were, Mr. Khrushchev is nowadays no Johnny-come-lately. He has even been able, with a confidence denied to all other top people, to designate his heir-presumptive, Mr. Kozlov.

Another Mr. K., endowed with supreme power by processes less devious than those which are habitual in the Soviet Union, has celebrated the first anniversary of his election. This has been a hard, disillusioning and worrying year, for himself and for his country no less than for his country's friends and allies. But if Mr. Kennedy has not (as a candid, sagacious and tireless American reader does not hesitate to remind me) fulfilled all the high hopes and expectations which were held about him by many, including myself, neither has he proved the disastrous President that his opponents said they feared. He has bumbled and fumbled along very much as his predecessor did, though without such frequent or such protracted recourse to the golf links.

He has had to discover, by the hardships of trial and error, the restrictions which are laid on the exercise of his power—especially in the field of foreign policy. Cuba showed him one barred gate, Berlin another. The settlement, in terms which would theoretically be acceptable to the West, of either of these issues is bound to contain in itself the possibility of extreme measures which, in fact, it would be catastrophic to risk. Mr. Kennedy has had to learn caution; and one result of the lesson has been that he has had to endure being told, over his own luncheon table, that he is a "soft sister."

Mr. Molotov arrives back in Moscow, from Vienna

It is doubtful whether anybody, even in his own close circle, would nowadays use a similar form of address to Mr. Khrushchev. He is the one who, in Russia, can indulge in candid criticism, phrased if necessary in an earthy, peasant vocabulary. Yet he, too, has had to learn the limitations of power. It is not too difficult to tumble down the statue of a dead tyrant, or to rename a city and a good many streets; the eighty-year-old Marshal Voroshilov can be publicly humiliated, and Mr. Molotov summoned home from Vienna to take his medicine. But, even as a consequence of letting off a 57-megaton bomb, Mr. Khrushchev has not—as yet—been able to scare the West into accepting his solution to the Berlin problem.

The strategy of large-scale terror has flopped. Does his consciousness of failure in this external field account, in some measure, for the Russian leader's vehemence and violence in the domestic task of realigning his country's top management? And why was it necessary to empty the dirty laundry basket in public and in that spectacular fashion? Sovietologists have their explanations. I am *not* a Sovietologist; but it would seem to me a first principle of political, as of military, tactics that you should be able to switch forces rapidly from one field of operations to another, in attack as much as in defence. The important question is surely whether Mr. Khrushchev is working—in general—offensively or defensively.

All the indications are, I would think, that he is on the defensive, and that the furore of de-Stalinisation is a noisy cover for his reactions to real and contemporary criticism within the Communist Party and in the internal Russian, as well as the international, hierarchy. Were the bomb tests also a demonstration not of merely military strength but of political weakness and lack of certainty?

If so, the cautious Mr. Kennedy need have less anxiety than in the past twelve months, so long as he remains cautious, patient and temperate. Is this possible in the present climate of American opinion? Is Mr. Kennedy strong enough not to let himself be pushed to extremes? It is ironic that this question is equally applicable to both Mr. K.'s. In the United States as in the Soviet Union there are militant perfectionists, in whose eyes negotiation with the other side means sitting round a table with, and talking to, the forces of evil. Negotiation implies co-existence; and there are those who believe that it is impossible—practically as well as morally—to co-exist with evil. That, I suspect, was at the bottom of Mr. Molotov's trouble; he was not cynical, he was not even realistic. He was—and is—a believer, incapable of adjusting himself to an era in which if his beliefs are followed to their logical conclusion, the world is destroyed.

He could not, and cannot, indulge in brinkmanship; were he in any position of power in Russia now, he would be for marching resolutely over the brink. And there are others, not necessarily members of Stalin's old guard, who think and feel as he does. But—and this is a sign of Khrushchev's greater political awareness—they are by no means representative of the public opinion which, forty-four years after the Revolution, is forming and has to be reckoned with in the Soviet Union.

A "have" society is emerging in Russia, not enormous in numbers but influential. Its members are most reluctant to sacrifice the degree of material advancement which they have so painfully and so lately attained; but they are not so rich or so sophisticated as their American counterparts who are building their private fall-out shelters. They, like ourselves, must rely on policy, not reinforced concrete. Mr. Khrushchev appears to share and desire to give effect to their views and aspirations. He is, in Western terms, a "moderate"; and the Soviet Party Congress showed that, with a verbal concession or so, he and his moderate supporters are in command in Russia. Mr. Kennedy, without doubt, is equally moderate, and has the authority to restrain his fire-eaters.

*The Economist*, a journal whose views I often do not share but always respect, observed a week or two ago: "If peace is to be saved, America and Russia must both stay under the leadership of moderate men who can control the instincts of their anti-Communist and anti-capitalist extremists." This is the bare, essential truth about the world's hope for survival. The twenty-five Nato divisions, whose existence, General Norstad hopes, will demonstrate to the Soviet Union the strength and seriousness of the West's intentions in Europe, cannot in the ultimate test count for a great deal. Yet others than the Americans and the Russians have a direct and lasting interest in the question, "Co-existence or Conflict?"

We, for example, are as haunted by it as anyone could be; and our predicament, if the choice were to be for conflict, would be most disagreeable. In face of that possibility and the strong psychological pressure to ignore it or belittle it, there is a refreshing honesty and realism about Lord Home's utterances. He has consistently and deliberately striven, ever since he became Foreign Secretary, to put the British point of view. That this has earned him the clamorous disapproval of Mr. Harold Wilson, summed up in the uncharitable phrase, "Can we afford Lord Home?", is saddening but perhaps hardly surprising.

When the odd episode of the alleged overtures by the Soviet Union, on the subject of Berlin, was at its height a fortnight ago, it was noticeable that the Foreign Office received the news with considerable reserve; and over that weekend Lord Home himself was cool and sceptical about the reports. But in a speech which he made at Bournemouth he was characteristically forthright: "The British Government," he said, "relies on negotiation as a means of settling disputes over Berlin and other questions with the Soviet Union. Quite deliberately, at the risk of charges of appeasement, in the face of every obstacle, we have chosen the way of negotiation."

It would be suicidal to choose any other way. That does not mean, as Lord Home was careful to point out, either surrender to or acceptance and condonation of the evil and cruel and cynical aspects of Russian policy; but we have got to learn—it is an old lesson—to live alongside evil in the world, evil in others as much as in ourselves. For we are imperfect creatures in an imperfect world.

Wolf cub Niagerh Tackie, the young son of Ghana's Deputy Chief Commissioner of Scouts, Mr. E. D. Tackie, takes time off for a quick snack as he waits to see the Queen pass through the streets of Accra. He is one of Ghana's 8,000 scouts and wolf cubs. His uniform was one of the many varieties of costume seen in Accra during her Majesty's visit. They ranged from the elaborate finery of tribal chieftains and the gay, highly-coloured dresses of Ghanaian women to the sober formal wear of the officials and the uniforms of the members of the armed forces on ceremonial occasions

# WAITING FOR THE QUEEN TO ARRIVE

b

At St. James's Palace, the Queen Mother talks to the guard of honour of nurses from London districts. She was presenting long-service badges to Queen's Nursing Sisters of The Queen's Institute of District Nursing

Mr. Macmillan, speaking at the Lord Mayor's Banquet in Guildhall, in the City of London, draws smiles from Sir Bernard Waley-Cohen, the retiring Lord Mayor; Sir Frederick Hoare, the Lord Mayor; Lady Hoare and Lord Kilmuir, the Lord Chancellor

# A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

REMEMBRANCE OF THINGS PAST. I pulled out my sadly tarnished gongs and pinned them on for our village Remembrance service. There is a tendency nowadays to be shy of wearing them once a year. I think that is wrong. For people who have led "quiet lives" these wars were quite an experience and, however humble the parts we played in them, they showed us at our best, inspired at least with a purpose, a certain patriotism and a willingness to pull together as a team. Once a year it is worth while to remember that. I could decipher a legend written on the back of my war medal 1914-18. Hopefully they had called it *The Great War for Civilisation* 1914-1918. It is sadly true that the number of men and women who felt that surge of thanksgiving and hope in November 1918 in France or Flanders are a diminishing band. It was a great moment and I still preserve the top copy of one of the five signals sent out to the armies and the cavalry corps which, as signals officer, I received in the early hours of November 11. "Hostilities will cease at 11 hours. Troops will stand fast . . . etc." I think we were at Ath and it was a fine hour in anybody's life. They didn't repeat the same triumphant slogan after the next great war, in which my own part was the humble and clumsy one of Home Defence, and I doubt if there will be an opportunity to think out an appropriate slogan for a medal if World War III should come and go. It used to be said that wars are won by the side making fewest ghastly mistakes. Nowadays we know that wars are never won. They merely breed dragons' teeth. We have exposed *ad nauseam* the faults of leadership of both sides in two world wars and have not yet inculcated the lessons of either. In our church, I wondered what, if anything, you and I, the talkative but ineffective millions, could have done since 1918 to make that hopeful slogan, *The Great War for Civilisation*, less hideously absurd. The Kingdom of Heaven suffers violence and evil men take it by force. All the same, I suppose we might have so ordered our lives, that at least we could claim to have deserved a better fate. Our congregation, of course, was largely composed of war veterans and maids in uniform. But, old or young, "it's never too late to mend."

MORE JUDGES. The shocking rise in crime in recent years has continually revealed the need for more High Court judges; and the demand for swifter justice has also called (among other reforms in our present legal system) for increasing the High Court Bench again considerably. From this demand has suddenly sprung the idea that at the moment there are among leading barristers and chairmen of Quarter Sessions not enough aspirants fit for that high office. The field, it is suggested, should be thrown open to solicitors and to "trustworthy men" in other professions, authors, schoolmasters, professors and even ministers of religion. God forbid! At a time when lay magistrates of the lowest courts are being urged to acquire as *essentials* at least an understanding of the rules of evidence and of court procedure, it would indeed be a panic measure to fill the High Court Bench with schoolmasters, professors and preachers. For one thing, that would debunk 1,000 years of British justice which has worked admirably to the envy of the world. And even the most experienced solicitors enter the courts of justice concerned with objectives and unpractised in the techniques which, as between Bench and Bar in a trial, have for centuries created our court procedure and the system of making justice "seen to be done" which has made our judicature what it is. For my part, with a limited but observant experience of higher courts, I should say that among practising Q.C.s and chairmen of Quarter Sessions there are today as many fit candidates for the Bench as ever there were, and I could name a half-dozen who, I fancy, have refused that promotion *pro tem.* merely from the desire to amass money for their ultimate retirement or for the education of, and provision for, their families. With that view, Lord Parker agrees. I hope the day is still far distant when a professor of science or a popular preacher or a schoolmaster will rule on a point of law for the jury or sum-up a complicated trial. There is a good deal more in the duties of a High Court judge than being "trustworthy and knowledgeable." There is the little matter of relevance and sticking to the vital issue, and the art of clear expression; and those essentials are slowly and painfully acquired by a study of textbooks, long years of practice as a junior, by the gamble of taking silk, and twenty years or so of studying in detail the methods of judges and senior counsel.

APPOINTING BISHOPS. The Church Assembly recently by a large majority approved the setting-up of an Archbishop's commission to consider the method of Crown appoint-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Bow bells for Christmas. Workmen roll the first two of the twelve bells for St. Mary-le-Bow, in Cheapside, into the bell-tower ready to be hung. They had just returned from the foundry. The church, designed by Wren, was badly damaged in 1941 and the bells had not been rung since that time

At the Anglo-Swedish Society dinner held in London are, from left, Lady Zia Wernher; King Gustav of Sweden; Sir Harold Wernher, President of the Society, and Queen Louise of Sweden

Decorations in the traditional shapes of Christmas-tree baubles span London's Oxford St. These were due to be lit up for the first time on Thursday, November 23. Regent St. will be illuminated on November 28

ments to ecclesiastical offices. The Premier has already given his decision to wait for the findings of that commission before announcing any Government opinion on the desirability of a change in procedure. There was a small minority which favoured no change, holding that the existing system had worked very well. On the whole, I agreed with the arguments that the present system had produced a remarkable continuity of pious and learned Bishops which compared favourably with any other Church and whose leadership and influence had been as strong and valuable as those of any other corporate body in Britain. The objection that a Premier (or Lord Chancellor) might be a Jew, a Turk or an infidel (I doubt the Turk but accept the other possibilities) was contradicted both by Mr. Fulford and Bishop Hamilton with anecdotes of past Sovereigns, confirming that the Premier only advises and the Sovereign decides, and that from whatever motive the Sovereign might accept or refuse, the decision would come from the " first layman in the land," solemnly dedicated to uphold and practise the religion of the Church of England. I very much doubt if an " infidel " Premier would waste his time or risk his place by recommending an " infidel." None can doubt that infinite pains have been taken by Premiers selecting, and Sovereigns deciding on, desirable and fit candidates and I rather suspect that much of the criticism of the present system is based less on the degree of piety and learning than on the degree of unorthodoxy. Such indeed were Mr. Kensit's objections to Charles Gore's appointment to the See of Worcester. Lord Salisbury was " far from approving " many of Gore's opinions but chose him as a manifest leader of great influence. Kensit's objections were certainly not to Gore's piety or learning but to his High Church leanings. And that is only a single example out of many that have led to a belief in the Church (highly explosive and contentious on dogma and doctrine) that the present system is a mock election. There is much to be said for a cool choice outside the arena of contentions.

MERCENARIES. In old days, nations won their battles with the aid of hired mercenaries and chalked up their victories as national triumphs, as every schoolboy knows. So perhaps we ought not to complain if other sports, now more renowned than war, owe victory to mercenaries. But I am surprised that, in football, local patriotism or national patriotism is still so marked a feature of our club supporters. Such enthusiasm seems rather spurious when one considers the brisk bidding for star players by foreign clubs and rival home teams. Today a star will lead his Southern club to victory, tomorrow he may knock it for six with a hat-trick for his Northern team. You must excuse my mixed metaphors, for the subject is complicated. When " may the best side win " was a pious platitude inculcated in young sportsmen, there was justification for local enthusiasm. Today the object is for the richest side to win and it creates a vicious circle. A football team becomes rich on success. Success, and therefore riches, come from traffic in star performers. Happy the club that can buy a star mercenary for £100,000. It has obviously known success and may gain more. It is a business in which tycoons are more important than trainers, and a muddied oaf may fetch the price of a Rembrandt.

LIBERALS' LONG ROAD. The Liberals certainly have cause for continued satisfaction in the results of the by-elections. In three groups of " little elections " since 1960 they have consistently increased their share of the votes cast, and at Oswestry by as much as 40 per cent. Certainly such a result is a warning and a snub to the " big two," though by-election " reasons " are seldom similar to General Election " reasons." Many vote Liberal or abstain from voting for their chosen party to show their disappointment with that party's achievements or plans—a seasonal gesture, but no more. The Liberals reap such harvest as they may, happy in having no remembered " achievements " to be criticised. But for the Liberals to rise to second place in a by-election is not enough. (It can be done when barely one voter in five plumps for them.) Before the Liberal revival really begins to frighten the other two parties, they need at least a dozen " firsts." With their present strength in the Commons, they cannot hope to turn the narrowest majority in their own direction. And even if they obtained as many as six more seats during the life of the present Parliament, they could not reasonably assert " spielmanship " while the party in power can muster a three-figure majority at vital moments. The road for Liberalism is terribly long and uphill, as Mr. Grimond would be the first to admit. Cabinets can be handsomely recruited from outside politics but House of Commons experience is essential for most of the important Ministers, and junior Ministers lacking it are slow starters. And alas! a Ministry is composed not of twenty or forty posts but a hundred—and then some.

THE OLD STAGER

ENTERTAINMENT

# EL CID

*World Premiere at the Metropole, London, on December 6*

Mounted on his white charger, El Cid (Charlton Heston) leads his troops into battle

Chimene, later El Cid's wife (Sophia Loren)

King Alfonso (John Fraser) is flanked by Count Ordonez (Raf Vallone) and his sister, Queen Urraca (Genevieve Page)

Samuel Bronston, one of the growing number of independent film producers, is on the way to becoming a latter-day Cecil B. de Mille. As de Mille did, he has produced a biblical spectacle based on the life of Christ and called *King of Kings*. And he is following this with another lavish costume epic, *El Cid*, released in Britain by Rank Film Distributors. The scripts for *King of Kings* and *El Cid* were written by Philip Yordan. Directed by Anthony Mann, who has a number of violent Westerns to his credit, *El Cid* was filmed in Super-Technirama-70 and Technicolor on locations in Spain at great cost and with thousands of extras. It tells the story of the eleventh-century Castilian knight who fought the Moors and became the champion of Christendom, at least in legend. His story has a considerable literary history, through various Spanish epic poems and chronicles, to Corneille's play *Le Cid* and Southey's nineteenth-century translations.

The film has a highly complicated plot. Starring Charlton Heston as El Cid, it tells of the knight's rise through the struggles between the Castilian principalities and Moorish kingdoms into which Spain was divided at the time. On the way he fights both for Moors and Spanish, and gains a "fiery Castilian beauty" (Sophia Loren) as his wife. Eventually he leads his forces in victorious battle against the African Moorish forces of Ben Yussuf at Valencia. Central to the film is the idea that El Cid was a leader who envisaged a united Spain of both Moors and Christians. But it will probably chiefly appeal for its spectacular battle scenes and highly romantic love story. The avid follower of the Hollywood epic will have the chance to compare Charlton Heston's performance as an eleventh-century Spaniard with his previous heroic appearances as Moses and Ben Hur.

**Jolyon Wimhurst**

The troops wait in El Cid's camp outside the walls

El Cid, at the head of his troops, charges against the Moorish hordes of Ben Yussuf in the battle of Valencia. The scene was shot at the ancient walled city of Peniscola

captured town of Valencia

Al Kadir, the renegade Emir of Valencia (Frank Thring), flees his incensed townspeople

# THE VOICE OF THE COMMON

## CANADA

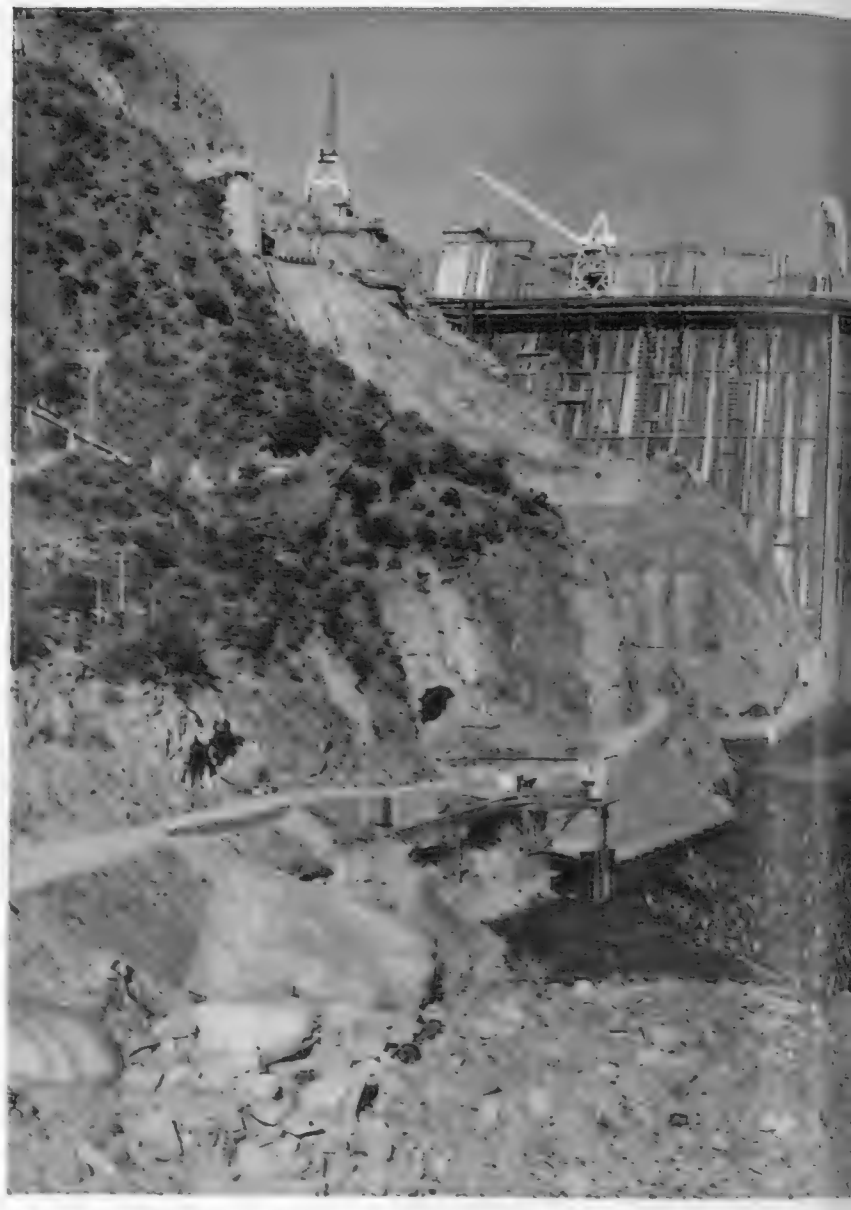
### *A medical team goes to Malaya under the Colombo Plan*

Canada has sent a six-member medical team to Malaya under the Colombo Plan for a period of five years. The team, which assembled in Malaya, is based at the State Hospital in Penang. Its members are: Dr. J. D. Hermann, Ottawa (surgeon and team leader); Dr. Claude Vipond, Oshawa, Ontario (surgeon); Dr. Guy Screech, Vancouver, British Columbia (anæsthetist); Dr. George Sloan, St. Thomas, Ontario (general duties); Dr. Donald McLean, Winnipeg, Manitoba (general duties); Mrs. Margaret J. McSweyn, Vancouver, British Columbia (operating theatre nurse).

This project stems from a request by the Government of Malaya for Canadian assistance in meeting an acute shortage of doctors in the rural areas of Malaya. In response to this request, Dr. J. D. Hermann, a prominent Ottawa surgeon, was sent to Malaya to make an "on-the-spot" investigation and suggest what Canada might most usefully do to help Malaya in the medical field. As a result of Dr. Hermann's report, an offer to send a Canadian medical teaching team was made to Malaya and accepted. With the enthusiastic co-operation of the deans of medical schools across Canada, a team of well-qualified Canadian doctors was recruited.

The main function of the Canadian team will be to help train Malayan doctors in modern medical skills and techniques. The Canadian doctors will conduct "in-service" training and seminars at the State Hospital in Penang, and also at outlying hospitals where suitable arrangements can be made. Canada has undertaken to maintain the team as a whole for a period of five years. It is expected that individual members will be replaced from time to time by other Canadian doctors.

*The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"*



The Hon. Gavin Astor, Chairman of the Council of the Commonwealth Press Union, vi

From the left are Shirley Barnett, Vicky Dove, and Nannette Davies at Gatwick Airport, in Surrey. They all come from Freetown, in Sierra Leone, and are acting as hostesses in the Britannia airliners of British United Airways which started operating on the new non-stop weekly service between Gatwick and Freetown last week

## NEW ZEALAND

### *The North and South Islands to be linked by a train and car ferry*

A new era in New Zealand's internal transport was brought a stage nearer with the launching of the passenger-carrying train and car ferry *Aramoana*, a twin-screw diesel-electric vessel, on Friday, November 24, at the Leven Shipyard, Dumbarton, Scotland, of the shipbuilders William Denny and Brothers Limited.

The ceremony was performed by Mrs. T. L. Macdonald, wife of the High Commissioner for New Zealand in the United Kingdom.

The *Aramoana*, the first train ferry to operate in New Zealand, will link the railway and road systems of the North and South Islands between, respectively, Wellington, the capital city, and Picton, the port of the Marlborough province. The vessel is being built for the Railways Department of the New Zealand Government at a cost of about £1,750,000.

The design was prepared by Burness, Corlett and Partners Limited, naval architects and marine consultants of Basingstoke, in close collaboration with the technical officers of the Marine and Railways Departments of the New Zealand Government. Acceptance of the tender was announced in the middle of last year, the order going to a British yard in the face of very strong competition. Delivery in New Zealand is expected in May next year.

The *Aramoana*—the name is a Maori word translated as road or path across the sea—is one of more than fifty vessels which have been, or are being, built in British shipyards for New Zealand since the war. She will add to the considerable variety of these craft, mostly small, whose aggregate tonnage exceeds a quarter of a million.

The ferry will replace the existing service conducted by the Union Steam Ship Company of New Zealand, basically with the thirty-six-year-

# WEALTH

hakra Dam in India. The Union's four-week conference, held in India and Pakistan, ended this week

old *Tamahine* (1,968 gross tons), a vessel now past its economic life, and, in the summer holiday season, with the 6,152-ton *Rangitira*. These are both passenger-carrying vessels taking cars in holds or on decks. The Union Company, with two larger vessels, also operates the other and principal inter-island passenger and car service, between Wellington and Lyttelton, the principal port of the Canterbury province. This involves an all-night trip of some 200 miles, compared with 51 miles between Wellington and Picton.

The Union Company will operate the new ferry on behalf of New Zealand Railways. With it, it will be possible to operate a daily, and in busy periods twice-daily, each-way service between the islands, compared with the three return trips made each week by the *Tamahine*. The *Aramoana* will have an average speed of 17 knots.

This will be the first venture into sea transport by New Zealand Railways, which, however, operates steamships on Lake Wakatipu, on the South Island. It also operates, with chartered aircraft, a rail-air freight service between the islands.

About half the distance which the *Aramoana* will cover in its journey between the two ports will be in open sea, sometimes in the turbulent conditions which can be encountered in Cook Strait. This factor has been an important consideration in the design and the ferry will have particularly powerful diesel-electric propulsion.

The remainder of the crossing is made through the picturesque Marlborough Sounds, a favourite holiday area of which Picton is the principal resort.

A vessel of particularly attractive appearance, the ferry will be able to carry about 1,150 passengers and it will have room to take a maximum of 120 cars, the numbers of which will be reduced according to the number of railway waggons to be carried—the maximum number is twenty-five. The *Rangitira* has a car capacity of sixty-six.

The introduction of this fast daily return rail and road service between the two islands will effectively bridge the gap which has for so long existed in New Zealand's railway and road systems.

## PAKISTAN

*Reactions to the British Government's Bill to control Commonwealth immigration*

The official reaction in Pakistan to the Bill that is on the anvil to control immigration into the U.K. from Commonwealth countries has been adverse but sympathetic to the British Government in its efforts to solve the immigration problem. The official view was expressed by the Pakistan Minister for Health and Labour in the course of a Press interview when he said " Pakistan will not favour the proposed restrictions if reasonable Pakistani interests are not safeguarded." He expressed special concern in respect of Pakistani hotel and restaurant owners who needed Pakistani staff for their establishments. He thought a quota system would be unfair if it was based on immigration figures during the past two or three years, for the Government of Pakistan had voluntarily imposed restrictions on intending migrants. He welcomed the announcement that there would be no racial discrimination in controlling immigration.

Reaction of the Press was less restrained. Commenting editorially under the caption, "'Apartheid' in Britain?" *Dawn* wrote: " The movement for 'keeping Britain white' had been gaining momentum in that country and it was expected that the Macmillan Government would introduce some form of restrictive legislation to check the flow of immigrants from territories inhabited by non-white races. But the Bill as now published is far too harsh and it creates the impression that a form of apartheid has now come to Britain itself. As our London Correspondent points out, by specifically exempting people holding passports issued in the Republic of Ireland, the colour prejudice that underlies the Bill has been highlighted. . . .

" Secondly, the methods which the Bill lays down to regulate and control immigration, will, in actual practice, operate almost as a total ban on further immigration into Britain of any but white Commonwealth citizens. Persons against whom the measure is directed may not require leave to land in Britain, but an Immigration Officer may refuse those of darker hue permission to 'enter.'. . .

" We are not denying the United Kingdom Government the right to regulate immigration into that country, and some form of control might have been necessary. But the measure now devised is shocking in its severity. It must, therefore, be made quite clear that, on her part, Pakistan cannot be a consenting party to the passage of so restrictive a Bill. One would like to know whether Pakistan and other Commonwealth Governments were consulted about the broad outlines of the measure, as ought to have been done. . . .

" We do not want to flood Britain with Pakistanis who may not be able to settle down to some useful job, but at the same time we shall not be reconciled to a situation in which jobs are waiting for Pakistanis in the U.K. and there are suitable Pakistanis willing to proceed there to accept them, and yet a Controller of Immigration steps in and says 'Thou shalt not enter.' It should not be forgotten that there are a considerable number of white Commonwealth citizens in Pakistan who are employed in many foreign, foreign-controlled and even Pakistani business concerns, in jobs for which suitable Pakistanis are available. . . ."

Commenting on the same subject, *Morning News* wrote: " The real fact is that, under the unavoidable pressure of international politics, Britain has made a radical decision to give precedence to European interests over the traditional interests of the Commonwealth. But this may well prove to be a beginning of the disintegration of this family of nations. The multi-racial structure of this consortium cannot be sustained intact iff the underlying principles of the association are vitiated by colour prejudices, nor should it be forgotten, as an enlightened minority of Labour M.P.s have pointed out, that emigration from Britain has been, in the past decades, much more than immigration into Britain. A situation might arise at some future date when the present expedient of restrictive immigration policy may recoil upon Britain's economic, cultural and strategic interests. Short-sighted policies seldom pay in these fast-moving times."

The President of Pakistan, Field Marshal Ayub Khan, unlocks the main gate of the new building of the State Bank of Pakistan in Karachi as part of the opening ceremonies

The head coachman, Mr. Henry Hawkins, stands by the coach in Gilbey's stables in Camden Town, London

# A STABLE IN LONDON

*Drawings by Geoffrey*

On most weekday mornings a four-horse brake can be seen driving from Kensington to Camden Town. On the box is Mr. Sebastian Gilbey on his way from his London home to the offices of W. and A. Gilbey Ltd., the wine and spirit merchants, of which he is a senior director. He is a well-known and respected figure in the ring at horse shows all over the country and thus carries on the tradition of his uncle, the famous Sir Walter Gilbey, who died in 1945.

Until 1914 all Gilbey's deliveries in London were done by pair-horse vans but on the outbreak of the First World War the horses were requisitioned for the Army and motors took over deliveries. It was not until 1951 that a few horses were brought back. Mr. Sebastian Gilbey was responsible for this.

At present there are six horses—Brandy, Vodka, Port, Palma, Gin and Whisky. From them are formed the teams for Gilbey's private coach as well as the brake and for the single and pair delivery vans which are familiar sights with their uniformed coachmen and assistants in Central London streets. In the Harness Room a display of many rosettes and plaques is evidence of the prowess of the Gilbey teams and turn-outs in the show ring.

Smartness is the keynote of the Gilbey turn-outs. The late Sir Walter Gilbey was noted for his severe criticisms of sartorial slackness in horsemen. Mr. Henry Hawkins, the head coachman, would rather not turn out at all than be seen in public without the highest standards achieved in uniforms and saddlery. The brass and leather are polished to perfection on the horses. As one sits with Mr. Hawkins on the box of the brake driving to the music of hooves, one can look down with justified superiority on noisy and dirty internal combustion engines. It is a pleasure transcending anything the jet and nuclear age can produce.

Gilbey's are moving to new premises in Harlow New Town early in 1963. Fortunately the stables are to remain in Camden Town. Thus the horses and vehicles will continue to be part of the scene in the streets of London.

**Charles Dimont**

Polishing the harness and brass

S. Fletcher

The Harness Room. Judy the watch-dog sits in foreground. Above the table are some of the many awards gained by Gilbey's in horse shows

Vodka, a lead horse, is being clipped

The brake in which Mr. Sebastian Gilbey drives through London to his office

**BRIAN VESEY-FITZGERALD**

# VISITORS TO BUCKLER'S HARD

The chief difference between England and this continent is that in England you can still discover things. Over here every spot which anyone has ever looked at has its charms explained to you by the tourist associations, and every local peculiarity is charted and analysed in the magazines. Wherever you go in North America south of the upper reaches of the Northwest Territories you feel as though everyone else had been there before you. In England it is not like this because the English do not bother to tell strangers about anything except places like the British Museum and the Tower, which, if they are Londoners, they never visit themselves.

The words are those of Hugh MacLennan, the Canadian, and one of the best of living essayists. They are taken from his *Scotchman's Return and Other Essays*, which was published last year. If you have not yet discovered Hugh MacLennan—and I must admit that I did so myself by accident—then I beg you to be at pains to do so. You will find a treasure-house of varied delights, and one put before you in a style not usually associated with mid-twentieth-century North American literature. But then Mr. MacLennan was a Rhodes scholar.

Consider that first sentence. How very true it is. But Mr. MacLennan should have added that, while in England you can still discover things, the discovery is mostly done by foreigners. Mr. MacLennan himself, for example, knows England very, very much better than the average Englishman. It is absolutely true that " the English do not bother to tell strangers about anything." But " bother " is not quite the right word. This disinclination (or inability) to impart information about England to strangers springs not from laziness, as is implied by the word " bother," but from ignorance. On the whole, the English are not interested in England. They love it, but they take it for granted; which is something no American does about the United States.

The English, as soon as they can afford to do so, take their holidays abroad. More and more do so every year. You might think, therefore, that we have, as a race, a deep-seated interest in foreign countries. Not a bit of it. Very, very few English tourists ever discover " abroad." What they do is to take England with them. During the popular English holiday months the favourite coastal resorts of the Continent—for example, the Costa Brava nowadays—have a positively " Blackpoolitan " atmosphere. The American, also, carries America with him wherever he goes. The American tourist on the Continent is as easily recognisable as the English: in England he sometimes stands out like a sore thumb. The difference is that the American is avidly interested in everything. He is anxious to absorb information, and anxious to find out for himself.

This has been brought home to me afresh not only by Mr. MacLennan, but by a recent visit to Buckler's Hard in Hampshire. Buckler's Hard is a hamlet in the New Forest, tucked away on the Beaulieu river and well off the beaten track. You really have got to know your New Forest pretty well to find it, although it is much visited in summer. It is a resort of yachting folk and during the season, for such are feminine yachting-fashions, most colourful. The size of the car park and the ice-cream advertisements indicate that it is a call for coach-trips from Bournemouth and Southampton. But, the season over, the tiny hamlet, just a single row of cottages on each side of a short, wide street running down to the river, hibernates. To find one car in the park on a week-day in autumn or winter is a real surprise.

Seeing Buckler's Hard thus, it is difficult to believe that there was here, from 1743 down to the end of the first quarter of the last century, a most prosperous industry. For this was a very important place once. In the days of Adams, the shipbuilder, it held its head high among the great shipbuilding yards of Britain. Here they built great ships from New Forest oaks: *Illustrious* of seventy-four guns; *Europe*, *Agamemnon*, *Vigilant* and *Indefatigable* of fifty-four; *Greenwich* and *Sheerness* of forty-four; *Swiftsure* and *Euryalus*. *Illustrious*, *Agamemnon*, *Swiftsure* and *Euryalus* fought at Trafalgar.

Looking at the tiny hamlet and the narrow winding river, it seems incredible that such great ships could have been launched here and got down to the sea. But they were. They were towed down the winding creek (for that is really all it is) by men in row-boats. That could have been no easy task, for the fairway twists and turns in every direction and a large spit of shingle and mud reaches out from Needs Oar Point. When that was done, these great ships were towed, still by men in row-boats, all the way round to Portsmouth.

History picked out Buckler's Hard and history has passed on. The wheel has turned full cycle. Buckler's Hard is back once again where it was before the boom; a tiny hamlet, but very ship-shape and spick-and-span, which is just as it should be, with, in place of the clanging hammers, the cry of curlew.

It is not the sort of place that you would expect to attract foreign tourists. Even those who go to Beaulieu Abbey or to the museum of ancient automobiles there would be unlikely, you would think, to drive on down a lonely lane to such a place as this. Certainly not on a chill, rather blustery, November day. But there, in the car park, was one of those enormously tail-finned American cars and there was its owner, a spare elderly man with steel-rimmed spectacles and his young wife and "junior." They were armed with expensive cameras and, I was most gratified to see, a book of mine. (I was careful not to claim authorship: I had an appointment in Lymington in an hour or so.)

Not only had he my book, he had read it. Together we " did " Buckler's Hard; the little chapel (just one room in a cottage, but one of the most simply beautiful rooms that you will find anywhere in Britain), the hotel, the old slip-way. There is not much of Buckler's Hard and it did not take long, but in the course of that short tour I found that he knew as much about the history of the New Forest as one would expect any local historian to do. He was not just discovering England—he was not, by the way, of English descent—he was absorbing it.

As we said " good-bye " I asked him about Hugh MacLennan. He had never heard of him. Maybe the Americans are not so different after all.

Cottages at Buckler's Hard on the River Beaulieu, in the New Forest

PUBLIC SCHOOLS FOOTBALL

# ELLESMERE V LIVERPOOL

C. P. Baldwin (Ellesmere) beats D. S. G. Mackenzie in a line-out

Both sides are well up on the ball as an Ellesmere player is tackled in midfield

J. M. Nickson (Ellesmere) is tackled by K. M. Skeaping

In their home game against Liverpool College, Ellesmere College only just managed to win. Until four minutes from the end, they were 8—6 down, although they had pressed hard for most of the game, monopolising the set scrums and line-outs. But resolute tackling by the Liverpool three-quarters kept Ellesmere at bay and they also seized their few opportunities to score. Just before the final whistle went, Ellesmere dropped a vital goal to win 9—8.

The game was made difficult by a strong cross-wind which hindered touch kicking and handling movements. But the Ellesmere full-back, J. A. Smith, used the wind to tactical advantage. He was partly responsible for Ellesmere being able to spend much of the game in the Liverpool half. Although Liverpool were thus on the defensive, their strong centre three-quarters were quick to take their chances. Their tries, of which one was converted, were scored by D. T. Langford and A. R. H. Lloyd. Ellesmere, with twenty minutes to go, had scored two tries. They then missed several penalty attempts before C. C. Hughes dropped the winning goal to end a dramatic match.

Liverpool's scrum-half B. L. Sheridan passes from the scrum

Ellesmere's first try is scored by J. M. Nickson, wing three-quarter

**TRAVEL**

# WEEKENDS AWAY FROM HOME

By **GORDON COOPER**

*Le Weekend*, away from home, becomes a more and more popular institution. Provided you have the money, there is nothing to prevent you flying to Nassau, Uganda, Beirut, and Cyprus within the limits of a long weekend. Even a weekend spent strolling along the Promenade des Anglais in Nice will set you back around £45 (Tourist Class) in air fare alone. It would be considerably cheaper, though, if you travelled by Skyways to Paris, then on by night train.

My suggestions for a two- to three-day holiday away from home will be restricted to those within reasonably modest prices. Paris, without a doubt, is the most popular goal, and all the main travel agencies will quote an inclusive price for transportation and hotel accommodation—with breakfast only, if desired. Skyways provide the cheapest and speediest approach. They offer a return ticket (Friday afternoon to Monday morning) which costs £9 5s.

I suggest, too, that you might like to spend a weekend in Beauvais, the air terminal of this particular air service, the cost being £8 13s. This provincial city has only fairly modest hotels; the Moderne (without restaurant) and the Châteaubriant, being Michelin recommendations. Beauvais has its gigantic demi-cathedral which consists of a choir only. It is the highest Gothic church in the world, and possesses fine glass and a remarkable astronomical clock. Within easy reach, pleasant excursions can be made to Gisors, Compiègne, Chantilly and Senlis.

During the winter, places on the French Channel coast such as Le Touquet and Wissant are hardly suitable for a weekend, but Calais is a possibility. It is easily reached from Southend by Channel Air Bridge in 28 mins. This lively town and port has the Michelin-starred Hotel Meurice, while another good place in which to eat is the Sauvage. Seventeen kilometres from Calais (on the St. Omer road) is Ardres, with its gastronomic Grand Hotel Clément. This hotel is a favourite rendezvous for members of the Wine and Food Society.

Gastronomes will also be attracted by the special weekends arranged by the Kursaal in Ostend. Each Saturday a notable French restaurant provides the dinner menu in the Casino, and for about £3 5s. for two persons, £2 for a single, you get an inclusive price which also embraces hotel accommodation for Saturday night, with breakfast. Transportation (extra) could be by Channel Air Bridge or by cross-Channel steamer. It is also possible to make other arrangements for a weekend in Ostend, a resort which remains lively and entertaining during the winter months. Terminal Travel Ltd. (5 Nelson Drive, Leigh-on-Sea, Essex, also at 21 Wigmore Street, W.1) offer a two-day inclusive visit, including air passage for £8 10s.

Middelkerke, too, which is close to Ostend and adjoins its airfield also offers, by arrangement with its Casino, a low-cost all-inclusive weekend: £9 6s. with one day's hotel; £12 4s. for two days. For further particulars apply to Terminal Travel. Also worth noting are Bruges and Brussels for a short stay; and both places are easily reached by train/air/train services, details of which can be obtained through any travel agent. A weekend in either city would be very pleasant.

Holland is another country which is pleasant for a brief stay. Rotterdam is reached by frequent air services, including those offered by Channel Air Bridge and by British United Airways (from Gatwick). Once in Holland there is a wide choice of towns in which to stay: Delft, Leyden, Rotterdam and The Hague. For those seeking a lively time I recommend Amsterdam. But with the excellent rail services in that country you can choose almost anywhere as your goal.

Incidentally, the Dutch Sunday rather resembles the atmosphere to be found in a Scottish town, but as the museums and art galleries are open in the afternoon there is plenty to occupy the time. An alternative to air travel is the journey by sea between Harwich and the Hook—my favourite approach to the Continent, for if you travel by night you get a good night's sleep on the excellent steamers of British Railways. The day service is maintained by Dutch ships, which can also be commended.

While Luxembourg and the northern Rhineland might well be included in planning a weekend trip, I would also proffer a suggestion for those who are perfectly content to travel by train. In this connection, you could, at Rotterdam, join the Trans-Europe-Express train which brings you to Zurich (or Basle) the same evening. The T.E.E. is without a doubt the finest train in Europe, all-electric, most comfortable and with a first-class cuisine. From Zurich (where you could spend the night, possibly at the enchanting Hotel des Cigognes) you could continue to Milan, racing past most exciting Swiss scenery and through the Gotthard tunnel.

There would be time for some sightseeing and lunch in Milan before catching the T.E.E. to Paris (543 miles in 8 hours), when the speed sometimes reaches 100 m.p.h., but without a quiver on the coach. After a night in Paris, you would have the morning free until you catch the " Golden Arrow " back to London.

The Sacré Cœur dominates the streets of Montmartre in Paris, the most popular goal of the weekend holiday-makers

Niarbyl Bay, one of the most scenic spots on the west coast of

This itinerary would cost £36. 10s. for transportation, and it would require three nights and three days away from home—longer, if you so wished.

For those who do not wish to go abroad, but still hanker for a taste of the Continent, I have news of a new gastronomic venture. The Imperial Hotel, Torquay, known for its excellent food and wine, as well as for its comfortable ambience, is inaugurating a series of gastronomic weekends this winter. On each occasion the patron and chef of a famous restaurant will take charge of the restaurant and kitchens, and will present a gala dinner, featuring the specialities of their region, accompanied by appropriate wines. The first gastronomic weekend will be taking place when this article appears—an Auvergnat occasion. The second weekend, January 26 to 29, is a Provençal one, and further occasions are planned at The Imperial from February 23 to 26 and March 23 to 26.

Two excellent British Railways' hotels—the Manor House Hotel, Moretonhampstead in Devonshire and the Tregenna Castle Hotel, St. Ives in Cornwall—offer full weekend accommodation and use of golf links, with first-class rail and transportation from station to the hotel, at attractive rates, from London, Birmingham, Cardiff and Bristol. The Wellcome Hotel, Stratford-upon-Avon and the Turnberry Hotel (Ayrshire) also offer special weekend terms—but not at Christmas, New Year and Easter. Transportation is not included.

Finally, a brief list of recommended Trust hotels where it would be pleasant to spend a comfortable weekend. First, there are my two special favourites: the Swan at Lavenham and the Bull at Long Melford. In addition, I recommend the Blue Boar (Cambridge), the Star Inn (Alfriston), the Suffolk (Bury St. Edmunds), and the Dolphin and Anchor (Chichester). I would also like to mention Dublin for a pleasant change; and the Shelbourne Hotel (Trust House) is as good as any establishment in Europe. For golfers, a 75-min. air journey whisks you to the Isle of Man, near whose airport is the Castletown Golf Links Hotel (not a Trust House)—a most refreshing spot.

e of Man

The sun terrace of the Imperial Hotel at Torquay

One of the many churches which overlook the canals of Amsterdam

## CRUISES FROM MEDITERRANEAN PORTS

Just as motorists are more and more seeking car-sleeper trains to save them a long drive, so more people are taking cruises from Mediterranean ports in order to cut out the days spent in going through the Channel and the Bay of Biscay. Ports of departure can be Nice, Genoa and Venice. Ships used vary from the yacht *Swiss Miss*, of 150 tons, to the *Queen Frederica*, of 21,329 tons.

One of the more popular cruises is on the *Romantica*, 3,750 tons, from Venice, which calls at Corfu, Katakolon, Heraklion, Rhodes, Kos, Patmos, Delos, Mykonos, Piræus, Itea and Dubrovnik. Departures are on April 15, April 29, May 13, May 27, June 10, June 24, July 8, July 22, August 5, August 19, September 2, September 16, September 30 and October 14. Two other cruises on March 4 and 25 call at Alexandria, Beirut and Famagusta. Fares on this one-class ship are from £89 5s.—and each cruise lasts twenty days.

The *Sea Queen*, of only 150 tons, leaves Venice on a fourteen-day cruise down the Dalmatian coast, visiting places like Pula, Zarda, Korcula, Dubrovnik, Split, Skradin, Rab and Trieste, from April 1 throughout the summer until September 30. Fares are from £66. The *Swiss Miss*, another motor yacht, also does a fourteen-day cruise from Nice to Ste. Maxime, Ile de Hyères, Calvi, Ajaccio, Bonifacio, Porto Veccio, Elba, Portofino, San Remo, Nice, with departures every Sunday fortnight from May 6. There are eight cabins on board, including a private suite. Fares are from £70.

Another cruise ship is the *Agamemnon*, 5,557 tons, which goes on regular cruises from Venice, to Dubrovnik, Istanbul, Odessa, Yalta and the Greek islands, including a call at the Piræus. Fares for this sixteen-day holiday range from £103 7s.

An interesting booklet listing all these and other cruises has just been published by Cooks. It is the first time they have all been brought together in this way for easy reference. It is quite astonishing what a variety is available. With its aid you can learn that the *Cabo San Roque*, 14,491 tons, sails from Genoa on January 22 for a winter cruise lasting a fortnight, calling at Barcelona, Tripoli, Alexandria, Port Said, Beirut, Haifa, and Malta. Fares on this one-class ship are from £66 16s. There are also listed the various short cruises which can be taken in the Ægean among the Greek Islands. The *Stella Maris* seven-day cruise from the Piræus can be recommended, although with fares from £42 3s. it seems a little expensive. However, I am told it is a very popular ship since it includes in its itinerary places like Heraklion, Rhodes, Kusadasi, Istanbul, Delos and Mykonos. Departures are every Friday, March 16 to November 23, from the Piræus.

W. D. C. C.

**BOOKS**

# CHOOSING FOR CHILDREN

*From the life of a garden fruit to a guide to pony riding the variety is enough to bewilder any adult*

The quantity and variety of children's books makes the middle-aged marvel. There is only one problem in choosing between them—that it is the grown-ups and not the children themselves who buy them. However, doing one's best as an adult with reasonable access to childish tastes, the following list can be recommended though with Hilaire Belloc's sensible proviso (since nearly all the books have admirable illustrations):

Child! do not throw this book about;
Refrain from the unholy pleasure
Of cutting all the pictures out!
Preserve it as your chiefest treasure.

For the younger ones who are still at the spelling-out age there are THE STORY OF WILLIAM PEAR and its companion THE DREAM OF WILLIAM PEAR (Bancroft. 7s. 6d. each), which have very little text, vividly coloured illustrations and a far more exciting story line than one would ordinarily expect from the life of a garden fruit.

Dr. Seuss, a genius at writing for small children, has two books designed to be read and enjoyed by beginners, as it might be six-year-olds, and they are THE CAT IN THE HAT and THE CAT IN THE HAT COMES BACK (Collins and Harvill. 8s. 6d. each). The words are easy and rhythmically arranged, and the pictures of a wonderfully dotty cat are really engaging. As one mature seven year old has said: "I like these because I can *read* them!" And one can't say fairer than that.

A FLY WENT BY (Collins and Harvill. 8s. 6d.) is in the same series; text, all 177 words of it, by Mr. Mike McClintock, and illustrations by Mr. Fritz Siebel. Slightly more dramatic since it has the hunting element in it, but just as simple to fathom.

Miss Jane Thayer (words) and Mr. Seymour Fleishman (pictures) have produced THE PUSSY WHO WENT TO THE MOON (World's Work. 10s. 6d.), with a nod in the direction of rocket exploration. For a number of reasons, including a glorious simplification: "The old man turned the rocket round, and off they went, bound for home," parents are going to enjoy this one just as much as their young. The pictures are amusing, too, as they are in COWBOY AND HIS FRIEND (Collins. 7s. 6d.), by Joan Walsh Anglund. The fact that these illustrations are in black, white and sepia doesn't detract from their appeal at all. Cowboy, by the way, must be a cool five years of age but his clothes are all that a range-rider could desire. As for the big, burly, imaginary bear, he is all that a child dreams of as companion, playmate and, in a word, watchbear.

SARA AND HOPPITY FIND A CAT and SARA AND HOPPITY GET LOST (Pelham Books. 3s. 6d. each) are by Miss Roberta Leigh, with very gay pictures by Miss Marion Wilson. Sara is a very small girl with the good sense to adopt a Brigitte Bardot hair-do at, roughly, the age of four, and Hoppity is her dilapidated doll. Their adventures are slightly circumscribed by a couple of repressive parents of the "'Shut up!' I explained" type, but they manage to knock out a pretty good time for themselves between picking up strays and being strays themselves.

ARTHUR CHRISTIANSEN, former editor of the *Daily Express*, makes his first screen appearance, as editor of the *Daily Express*, in *The Day the Earth Caught Fire*. The film, a science fiction story of the effects of a huge nuclear explosion, is at the Odeon, Marble Arch

The next two books might easily enchant any reader or looker between the ages of five and ninety, so imaginatively have they been designed. TEIVA—HIS LIFE IN THE PACIFIC ISLES and ACHOUNA—HIS LIFE IN THE ANTARCTIC (Chatto and Windus. 10s. 6d. each), have respectively been photographed and written by M. Francis Mazière and Mlle. Dominique Darbois, and they mark the inception of a fresh form of classic. Teiva is a real little Polynesian boy whose existence on a coral and palm-tree island is largely described in pictures, and Achouna, by the same token, is a real little Eskimo boy, brought up among the huskies and the seals in the land of the North Pole. Both these are wonderful books and I understand there are several more in the same series.

The next five are animal books and are as different from each other as animals are from *each* other, if you see what I mean. MR. CAT (Souvenir Press. 9s. 6d.), for instance, is both written and illustrated by Mr. George Freedley and boasts an introduction from that well-known cat-lover, Sir Compton Mackenzie, and a foreword by the famous actress, Miss Lillian Gish. This is a rather more grown-up effort, amusing, sympathetic and evocative of a really original pet-friend.

TIMBA and GRINGOLO (Macdonald. 10s. 6d. each) have both text and black-and-white illustrations by the Viennese biologist, Lilli Koenig, and are about an Alsatian dog and a dormouse, severally. (One can scarcely imagine two such animals peacefully co-existing even inside the covers of a book.) Intelligent, informative and full-length stories.

THE YOUNG PONY RIDER'S COMPANION (Souvenir. 15s.) has a self-explanatory title and is a complete guide to the riding, training and ownership of ponies by an expert, Miss Genevieve Murphy, who explains with authority and in simple terms the best way of enjoying good relations with these four-footed friends. There are many photographs

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# AUSTRIA'S TRAGEDY

*The life and death of Dollfuss*

Engelbert Dollfuss, Austria's diminutive Chancellor of 1932-34, had to face the fact that the two democratic forces in the Austria of his day, the moderate Socialists and the moderate Catholics, were evenly balanced. He might have solved the problem by holding an election which he would probably have lost. Instead he admitted to his Government the fascist-minded para-military group known as the Heimwehr, or as one political commentator has said "he roped himself to the Fascist chariot in an attempt to escape the Nazi steamroller." The story of these momentous years is told by Gordon Brook-Shepherd in his admirable biography DOLLFUSS (Macmillan. 25s.). It is a sympathetic portrait of the little Chancellor whose warm and generous human qualities are well portrayed. The closing hours of the Chancellor's life, and particularly his courage in death, are movingly described. Mr. Brook-Shepherd's twelve years in Austria have assisted him notably in compiling this biography, which perhaps has only one real fault, a tendency to be lenient to the Fatherland-front regime.

When Bernard M. Baruch, at the age of forty-seven, left Wall Street for Washington he ended an astonishing and lucrative career in the world of finance, immediately starting on his public career in the course of which he acted as adviser to Wilson and to succeeding Presidents. Today, at over ninety, he looks back, and BERNARD BARUCH: THE PUBLIC YEARS (Odhams. 30s.) is a record of his experiences written with clarity, candour, modesty and a delightfully intimate touch. One sees him in the mind's eye walking through the gardens of Chequers or Chartwell with his friend Churchill. Baruch was on the same intimate terms with Roosevelt, and perhaps it was in part because of this that the Anglo-American alliance of World War II was such a very human bond. *The Public Years* is a notable autobiography, and the work of a great servant of the American people.

If Bernard Baruch has in a sense been an elder statesman of modern politics on one side of the Atlantic the same, on the other side, was also true in some degree of Professor F. A. Lindemann, Viscount Cherwell, who like Baruch was a personal friend of Churchill's and also, as the scientist who became a Cabinet Minister, a man of two worlds. The Earl of Birkenhead's biography THE PROF IN TWO WORLDS (Collins. 45s.), is a work of both scholarship and integrity, revealing Lindemann's own personal development, and the development of his own ideas in preparing for Britain's technological advance.

Our great houses are "the fine flower of Western civilisation, representing the aspirations if not the achievement of all classes," declares Sacheverell Sitwell in his introduction to a most sumptuous volume, GREAT HOUSES OF EUROPE (Weidenfeld and Nicolson. 90s.). This volume, with its magnificent photographs by Edwin Smith, is a work of enchantment.

The cheerfully controversial and talented Alasdair Alpin MacGregor, whose strong views on Chelsea lamposts have earned him many a headline, is the author of an excellent biography of PERCYVAL TUDOR-HART (P. R. Macmillan. 63s.). Tudor-Hart, another master of controversy and an artist, was an unremitting critic of the indiscriminate cleaning and restoring of Old Masters. His biographer has much to say of this aspect of the artist's career, and also regarding his encouragement of tempera painting in Britain. Mervyn Levy's THE HUMAN FORM IN ART (Odhams. 30s.) is a valuable piece of work on the appreciation and practice of figure drawing and painting, beginning with the ritual significance of cave painting and continuing up to the present day. It is illustrated with twelve pages in full colour and many black-and-white reproductions.

Here are two books of special interest for the horticulturist. Montague Free's PLANT PRUNING IN PICTURES (Museum Press. 32s. 6d.) is a practical illustrated guide on how, when and where to prune and with what tools. ORCHIDS (Nelson. 42s.) is a lavishly-produced volume illustrated in full colour. The sixty illustrations are the work of Herr Walter Linsenmaier and the text is by Professor Walter Kupper.

**Richard Edmonds**

of a very practical nature, showing how to harness, mount and ride, and some attractive drawings by Miss Joan Turnbull.

Best of all in this category, and the book I hope to give to at least one young friend at Christmas, is THE BIG BOOK OF ANIMAL STORIES (Dobson. 30s.), which has been edited by Mrs. Margaret Green and includes work from writers as diverse as Rudyard Kipling and Hans Christian Andersen, and from countries as far apart as Japan and Norway. But really best of all are the illustrations by Mr. Janusz Grabianski, who has understandably won an international gold medal for his work in illustrating children's books. His sense of colour and animals' characteristics could hardly be bettered.

Finally, three classics in new dress. THE GOLDEN TREASURY OF POETRY (Collins. 21s.) has been selected by Mr. Louis Untermeyer, with his own explanatory comments on the poems, more than 400 of them, which he has chosen. Delightful illustrations are by Joan Walsh Anglund, whom we have met before on this page. Charles Kingsley's THE WATER BABIES (Gollancz. 12s. 6d.), nearly a hundred years old and still one of the best children's books in the world, appears in a pleasant new edition with illustrations by Mr. Harold Jones, in black-and-white. As for ÆSOP'S FABLES (Dent Dutton. 12s. 6d.), these must be even older than 2,500 years, but they are a perennial if familiar delight, and here illustrated elegantly by Miss Joan Kiddell-Monroe.

**Vernon Fane**

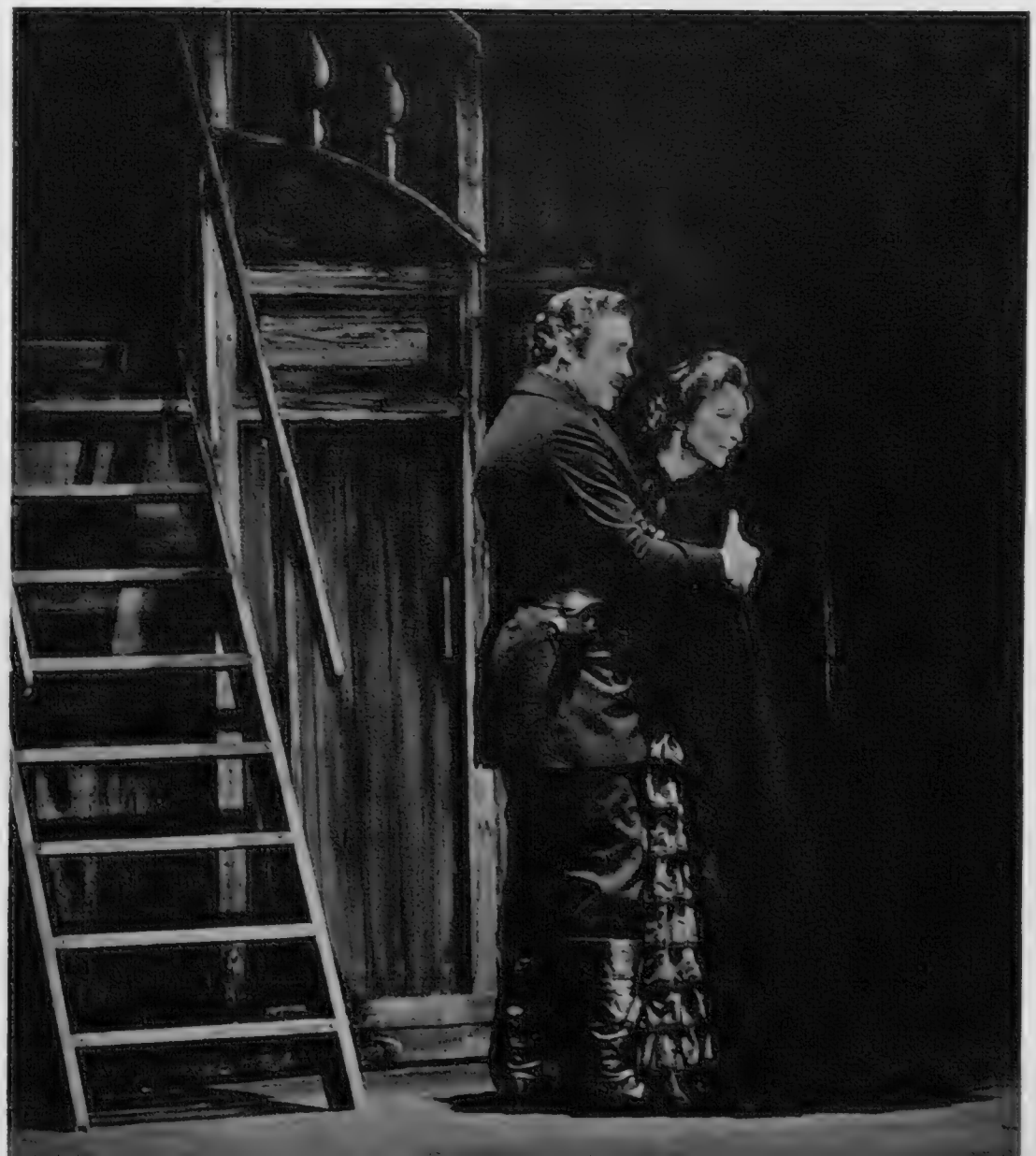
Lavinia (Barbara Jefford) and Christine (Sonia Dresdel) in a scene from O'Neill's play

## MOURNING BECOMES ELECTRA

*at the Old Vic Theatre*

Following Aeschylus's Oresteian trilogy, the Old Vic are presenting the American dramatist Eugene O'Neill's version of the same tragic theme. This monumental, wordy and stark drama has been little seen in London, although O'Neill, who died in 1953, has been increasingly acclaimed of late. Over three hours long, the play is directed by Val May.

A tense moment for Adam Brant (William Sylvester) and Christine



## THE KAISER'S WAR?

Admiral Georg von Müller was an experienced naval officer and a dedicated diarist. In 1914 he was still Chief of the Kaiser's Naval Cabinet and an Imperial Aide close to his master. He noted the day's events as they occurred and often frankly. As a sailor, he saw blind loyalty as his duty; as a man of the world he realised his master's failings and the anachronism of the Kaiser's notions of monarchy. Like many diarists he wrote not for posterity and later changed his mind in the interest of " the truths of history." He carefully re-edited for future publication. Now, edited by Walter Görlitz and translated by M. Savill, it appears as THE KAISER AND HIS COURT (Macdonald 50s.).

Müller's estimate of his master's character does not greatly differ from that of such a butterfly as Daisy Pless. As the war progressed, the Kaiser deceived few of his subjects and none of his entourage. He blew hot and cold, fell, even in 1914, from the heights to the depths on mere rumour, and even in the real crises relieved his feelings with champagne suppers and potting tame bison in Pless's park. By 1917 he was clearly already on the way out; he had vacillated on all vital issues, such as unrestricted U-boat warfare, and had ceased all personal direction of events. Müller's diaries are good evidence that wars are won by the side that makes fewest mistakes and reveals least dissension among those who direct it.

There are some strange inaccuracies and intriguingly contradictory prophecies right through the diaries. By October 1915, while Müller was sure the Germany Army had had enough of war, Gerard announced that Germany had already won the war. The Kaiser sank and rose to both pronouncements.

Müller does not deny him qualities of mind. He was an anachronism and latterly a psychopath. The War of 1914 was certainly not the Kaiser's War. That is clear from Müller's diairies and Müller was no valet. He is as interesting as Repington, and as authoritative; a good deal less heartless, and (to those who loathe war) as heart-breaking.

**John Gore**

**LEADERS OF BRITISH INDUSTRY**

*Photographed by Tom Hustler*

# N. M. Peech

As chairman and managing director of the Steetley Company Ltd., Mr. Peech is head of a major world producer of refractories (manufactured materials that resist heat and the effects of heat, and have uses in many branches of industry). Neil Malcolm Peech was born in Derbyshire fifty-three years ago, and was educated at Wellington College and Magdalen College, Oxford. Then came a period of accountancy with the Scottish firm of Thomson, McLintock and Company. In 1930 he entered the British Metal Corporation, in order to gain commercial experience and in the following year he joined the Steetley Company. He was appointed to the board in 1933, and became chairman in 1935 at the early age of twenty-seven. The firm made a valuable contribution to the war effort. Refractories such as stabilised dolomite and magnesite have important uses in munitions and aircraft. There has been a rapid expansion of the Company since the war, including the building of large works at Hartlepool, producing magnesia from sea-water and magnesian limestone. Mr. Peech is an underwriting member of Lloyds. In 1958 he was President of the Refractories Association of Great Britain and in 1959 chairman of the Solid Smokeless Fuel Committee appointed by the Minister of Power. In the same year he held the office of High Sheriff of Yorkshire. He is married, with one daughter, one son and three grandchildren, and his home is in South Yorkshire. He enjoys shooting and fishing

# A SIX-LEGGED DOG IN BRITAIN?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Signor Enrico Mattei, boss of Italy's nationalised gas and oil concern ENI (*Ente Nazionale Idrocarburi*), is a small, dapper, keen-eyed man from the Abruzzi for whom one sometimes imagines the top management of the world's great private oil concerns look carefully under their beds before retiring every night. Among his many talents is a genius for public relations which he exercises so as to keep as many of his enemies guessing about as many things as possible at once. For some years, for example, he had beguiled the oil companies that operate in Britain with rumours that he might be appearing to cut prices in competition with their brands. When mere rumours began to have the declining effect of "Wolf! Wolf!"—Signor Mattei's brand symbol for petrol is not quite a wolf, but a six-legged dog breathing fire—ENI decided to register a London company, about a year ago. And a fortnight ago, feeling perhaps that oil companies in Britain had become accustomed to think of AGIP (Great Britain) Limited as just some more lettering on a door, ENI announced that it was acquiring petrol station sites and proposed to enter the petroleum products business in Britain as soon as it could, hopefully next year.

Up to a few years ago the international oil business looked on Signor Mattei and ENI as a locally disturbing and politically somewhat awkward phenomenon—a highly successful nationalised gas business that had branched out into oil refining and marketing in Italy, led by an individual inclined to talk about the oil companies with sweeping criticisms. Since then the Italian group has competed for oil concessions in countries where oil may be found and has been awarded some, after offering terms to the governments concerned that appeared superficially, at least, more generous than the major private groups were prepared to match. It has initiated, with support from the Italian Government, vigorous price-cutting on petroleum products in Italy that has greatly reduced the margins that refining companies could earn in Italy by processing oil from the Middle East. He has appealed over the heads of the private industry for direct bargains between the governments of oil-exporting countries and those of oil-importing countries. And as an importer of oil for the refineries and marketing chains it owns in Italy and other parts of Europe, ENI has made the Continent's biggest deals, at the largest recorded discounts, for Russian crude oil.

As such, the Italian group represents a competitor about which oil companies established in Britain might well feel somewhat apprehensive. In the gasoline market in Italy, ENI, under its petroleum trade name of AGIP, is famous for having begun a competition in more and more lavish service stations. The AGIP stations that appear in profuse numbers along Italian motor roads are attractive pieces of architecture from the point of view of the motorist. They often have restaurants and occasionally motels attached, and offer a high standard of service.

The group's competitors in Italy mutter darkly that this is mostly subsidised out of the natural gas monopoly in the Po Valley in Northern Italy that ENI was originally set up to take over; and certainly this is now so widely ramified a company structure that it is difficult to follow its finances through the elaborate, illustrated annual reports and surveys that it publishes. But the AGIP stations are more impressive than most of their competitors are prepared to afford, particularly since price-cutting reduced the margins on petrol sales. And when it was announced that Mr. Charles Forte, of snack-bar fame, was to become chairman of the London AGIP company, motorists who know Italy may well have begun conjecturing about the kind of station that may soon blossom on British arterial roads.

Mr. Forte says that the company is negotiating for some seventy sites for stations, a few having service stations already, but the majority being vacant sites having planning permission to put up a filling station. He may have surprised some of his competitors by saying that AGIP planned to sell its various grades of petrol at the same retail prices that the other major companies do—and not to follow, for example, Continental Oil of the United States, which recently bought up Jet Petroleum and has continued to sell petrol as Jet was doing at 3d. to 5d. a gallon below the generally established prices. AGIP is following the same line as Total Oil, the marketing subsidiary of a sizeable French oil group, which recently arrived in this country. Both say they are content to compete with quality and service. There will be refreshment facilities at some of the AGIP stations—Mr. Forte was at pains to emphasise that if he wanted to run any of these, he would put in a competitive tender along with other caterers—and the chain may include one or two motels.

Total already has a supermarket and bowling alley alongside one of its service stations in Leicester, and certain suppliers are experimenting with coin in the slot petrol-dispensing machines, though there have been some question about legal safety regulations concerning these—anyone stupid enough might get petrol out of the pump without a proper container and cause a fire. Total has now about a hundred stations selling its oil against Jet's 400—out of 36,000 petrol stations in Britain. An American company called Murphy Oil Corporation, from Arkansas, is looking for outlets here; and Mr. Paul Getty's Tidewater Oil Corporation is marketing Veedol lubricating oil already and may well have further plans. Other big oil suppliers are not far behind.

The usual way into this market is to begin with the "commercial consumer" markets for oil products, where the big customers buy in bulk at specification without regard to brand as such. In these markets, for many months past, large discounts off list prices have been the order of the day even in Britain, though not to the extent that discounts have been granted by suppliers in some parts of the Continent. One can sell large-scale supplies of, say, gasoline, derv fuel for diesel road vehicles, and heating oils by bringing these in as products to terminals without overmuch storage. Big consumers may even have their own storage and access to wharves themselves. Once a company's deliveries to a given market get large enough, they probably justify building a terminal specifically to import them, with storage to balance out deliveries and demand. That is pretty costly, though worth while, particularly for oil producers flush with more oil than places to sell it. The really big capital expenditure comes when deliveries have grown to the point where it is worth while building a refinery and importing the oil as crude for processing here. Regent Oil Company is one of the big marketers of oil in Britain, but it is only just recently that its majority shareholder, the Texas Oil Company, has decided to build a refinery to supply it instead of importing products direct from Bahrein and Trinidad.

"Mr. ENI" knows the high cost of entry into this fairly tight biggish market for oil products, and seems resolved to pay it. Mr. Forte said that ENI was considering various sites for a crude oil terminal and hoped in the not far distant future to build a refinery in Britain. He added, to cover the most contentious point in ENI's advent on the British market, that none of the products imported would be from Russian oil and that when it built the refinery it would bring in crude from ENI's various oilfields around the world. (These are several in number, with many other areas under exploration; but so far Signor Mattei still has not managed to find any large-scale sources of his own crude.) The competitors of ENI still seem doubtful about this—questioning, for example, whether you can identify all the different kinds of crude that may have gone into refining a given range of products—and it is true that the British Government is still refusing imports of Russian oil or products refined from it. However, the ENI group will presumably be confident of satisfying the Board of Trade on this count. The motorist, even if it does not mean cheaper prices at this particular new set of pumps, may not be sorry for a further stir of competition among his familiar sources of petrol.

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This section of the new Staines by-pass, opened last week, runs north of Staines from the A30. At the roundabout, right background, it turns south to cross the Thames at Bell Weir by the new Runnymede bridge (background, extreme left). Two miles long, the by-pass, built at a cost of £2,000,000, relieves one of the worst congestion spots on the western approaches to London. The dual carriageways are built on embankments to prevent flooding. Main contractors were Richard Costain (Civil Engineering) Ltd.

The barrage, under construction in the Pass of Brander by the River Awe, Argyll, forms a section of the huge, three-part Argyll scheme for the North of Scotland Hydro-Electric Board

# UNDER AND OVER

The gigantic hydro-electric scheme in Argyll is in three parts. The first section consists of a pumped storage power station which is being constructed inside Ben Cruachan. An access tunnel will bring water from Loch Awe to the generating hall. When this has been excavated it will measure 350 ft. long and 120 ft. high. In all, for this section of the scheme, 200,000 cubic yards of rock will be moved. The second section of the scheme is a conventional hydro-electric station lower down the Awe at Inverawe, fed by a 3½-mile tunnel. And the third section is an underground power station at Inverinan, on Loch Awe. Main contractors are The Cementation Co. Ltd., George Wimpey and Co. Ltd. and Mitchell Construction Co.

From work underground to construction above ground. Last week, the Hammersmith flyover joined the Chiswick flyover to provide relief on the congested traffic route leaving London for the West. The 2,800-ft.-long structure carries two 24-ft. dual carriageways and is supported on thirteen single columns. Work started last May and cost £1,300,000. Main contractors were Marples, Ridgway and Partners Ltd.

The access tunnel to the underground pumped storage power station being excavated inside Ben Cruachan

Traffic moves over the newly-opened Hammersmith flyo

Mr. Shearman, chairman of the L.C.C., opens the flyover

...oute from London to the West. **Below:** The flyover is supported on single columns

## INDUSTRY AND THE STOCK MARKET

# FIVE TRUSTS

By "THE SPHERE" CITY CORRESPONDENT

Handling other people's money is one of the major functions of the City. One of the most impressive examples is the investment trust movement, companies whose assets consist of shares in other companies, and whose shareholders are largely small investors. There are several hundred investment trusts now operating in Britain, with assets totalling many hundreds of millions of pounds. It has been suggested that the investment trusts may own between 5 per cent. and 10 per cent. of ordinary shares in Britain's larger quoted companies, apart from substantial interests in the ordinary shares of American and Commonwealth companies.

Investment trusts grew up in Britain during the last century because of demand from buyers of ordinary shares. Investment trusts offer three outstanding advantages for any investor. First, they offer a wide spread of risk. The typical trust will hold several hundred investments. Second, the trusts offer the benefit of expertise. Many of the trusts are grouped under common specialised management, and may be associated with merchant banks or stockbroking firms.

The third advantage held out by the investment trusts is their financial structure. Investment trusts pay out the greater part, but not all, of their available income. A small part is ploughed back and used to buy further investments for the benefit of shareholders; over the years, the cumulative benefit from this ploughing back can be large. Another advantage of the trusts' capital structure is that they may issue fixed interest capital to finance some of the shares they buy. This means that any surplus over the cost of the fixed interest payments will be available for ordinary shareholders.

For many investors, these attractions of investment trusts will have an important appeal. But choosing a particular investment trust is far from simple. Three basic criteria are size, links with banks and other financial institutions, and past record. On this basis may be chosen three based in the City and two based on Scotland.

The three City-based groups are Cable and Wireless (Holding), Industrial and General, and Mercantile Investment Trust. Cable and Wireless, which was created out of compensation received for nationalisation of the Cable and Wireless business, now owns over £30,000,000 of investments plus important interests in other investment trusts. Income has grown steadily in recent years, from under £1,500,000 in 1959 to nearly £2,000,000. Sir Edward Wilshaw and his co-directors have followed the useful policy, rather unusual in the investment trust world, of holding the dividend rate at 10 per cent. Shareholders' effective income has been raised by free share issues and by issues for cash on attractive terms.

Industrial and General, headed by Sir Edwin Herbert, is one of the older-established City trusts which is taking over its associate, Second Industrial Trust. Combined assets of this new group will be well above £50,000,000. One feature of this merger is that Industrial makes a free share issue, giving investors a useful buying opportunity. Industrial and General show an impressive growth record in recent years, with total revenue improving from £1,500,000 in 1956 to some £2,250,000 in 1961. In 1956, Industrial was paying a 25 per cent. dividend rate, while now the equivalent is 39 per cent.

Mercantile Investment Trust, the third of the London-based investment trusts, is the product of a merger among four allied trusts. Result is that Mercantile now owns a near £50,000,000 portfolio, with gross revenue running at more than £2,250,000 a year. Lord Clitheroe and his co-directors have forecast a 20 per cent. dividend rate for 1961-62.

Two trusts operating north of the border which are well known to investors include Alliance Trust of Dundee and British Investment Trust of Edinburgh. Alliance, whose investments are worth over £50,000,000, increased its revenue from some £1,500,000 in 1956 to £2,300,000 in 1961 and raised shareholders' dividend from 22½ per cent. to its current level of 37½ per cent.

British Investment Trust, based on Edinburgh, dates from the 1880's along with Alliance. Growth has been steady in recent years, and a further important step came in 1960 with the merger between British and the Realisation and Debenture Corporation. Shareholders' dividend rate, which was 14 per cent. as recently as 1957, is now running at 17¾ per cent. Investments controlled by British Investment Trust now exceed £40,000,000.

All five investment trusts cater for the needs of small investors. Share prices are low, and dealings are active. Yields lie in the 3 to 3½ per cent. range, and any slight apparent differences usually reflect the timing of dividend announcements.

All these trusts are well managed, with good growth records. How, therefore, can investors choose? The important difference lies in the spread of investments. The Scottish trusts tend to keep a much larger proportion of assets in American as opposed to U.K. securities. Investors who are impressed by growth potentialities of North America will thus favour Alliance or British. Those who take the reverse view will prefer one of the City-based trusts.

# DIRECTORS' CONFERENCE

*Photographs by Van Hallan*

For the twelfth annual conference of the Institute of Directors, about 5,000 members of the Institute filled London's Albert Hall. An enthusiastic reception was given to Sir Roy Welensky, the Prime Minister of the Federation of Rhodesia and Nyasaland, who spoke on the Federation and the Commonwealth. His main theme was the Communist influence on African nationalism, and his main purpose was to urge the British Government to change its policy with regard to the progress of African states towards independence. He considered that future historians would rank African nationalism "among the tragedies of this age." After lunch, came Mr. Macmillan's turn to address the Conference. On the current economic situation the Prime Minister said that he hoped that the Government's present policy would lead to a wages policy within a free system. On the present deterioration in the cold war he spoke of his unrealised hope four years ago that an accommodation could be made between East and West. Other speakers of the day included Viscount Chandos, the President of the Council of the Institute, Sir Edwin Herbert and Mr. Paul Chambers.

Sir Edwin Herbert; Sir Robert Renwick; the Prime Minister; Sir Richard Powell, Director-General of the Institute; and Viscount Chandos, President of the Institute

Mr. C. O. Stanley with Sir Edwin and Lady Herbert

Mr. Alfred Read and Sir Percy Lister

Sir Roy Welensky during his speech

Mr. Harold Drayton and Mr. Paul Chambers

Sir Halford Reddish and Mr. John Reiss

Sir Edward Wilshaw and Sir Frederick Handley Page

Sir Frederic Hooper and Mr. J. F. Simpson

MOTORING

# THE WARNING SALUTE

*End of a link with the past; the psychological approach to tourism; top-level change at the B.M.C.*

By **COURTENAY EDWARDS**

Gone are those snappy salutes we have come to expect from A.A. and R.A.C. patrols as they jog along on their motorcycle combinations. The two motoring organisations have agreed to end them " in the interests of road safety."

The rule will apply only when the patrols are on the move. They will still salute as a matter of courtesy when they stop to help a member. They *may* do so when standing at the roadside but only if they feel they are not dangerously distracting the attention of drivers.

Dropping the in-motion salute snaps a fascinating link with the past. A.A. patrols have been " saluting the badge " since 1905 and in 1909 the courtesy gesture assumed a new importance after the A.A. circularised members saying: " When a patrol does not salute, stop and ask the reason."

This was no disciplinary move. It was a device adopted to warn members that police were operating a speed trap down the road. Up to then the patrols had openly warned members about this kind of police activity and a number of them were prosecuted for " obstructing the police in the execution of their duty."

The A.A. appealed against one conviction for this offence as a test case and when they lost, they decided that in future their patrols should give a " passive " warning, free from any risk of prosecution; hence that notice to members in 1909. From 1910 until 1938 it was displayed in the A.A. members' guide.

Motorists who are thinking about a holiday in the South of France next year might like to know of a fascinating new method adopted by the French Government Tourist Office in London of publicising Riviera resorts.

It is a development of the audio-vision idea. At their office in the Haymarket, S.W.1, they have installed a booth in which information about these towns is disseminated by sight, sound and touch. You put a penny in a slot, pick up a kind of telephone receiver and dial a given number for a particular town.

Over the phone comes a description of the place concerned. Coloured pictures appear on a screen. So does a map showing how best to get to that part of the coast by road, rail and air. While this is going on there is a background of local music, powerful lighting effects give the impression of sunshine and ducts from which hot air is expelled heighten the illusion of southern warmth.

" It is the psychological approach " a French tourist official told me. " It puts across the message better than the printed word." I hope these paragraphs help, anyhow.

Big, top-level changes in the British Motor Corporation . . . Sir Leonard Lord, now sixty-five, has retired from the chairmanship of the world's fourth largest vehicle-manufacturing firm, with 80,000 employees, 110,000 shareholders and a sales turnover of more than £300,000,000.

Sir Leonard remains on the Board as a non-executive director and becomes vice-president of the Corporation. His association with companies which form part of B.M.C. extends over 40 years, from the day he joined the Hotchkiss Engine Company of Coventry, acquired soon afterwards by Mr. W. R. Morris, now Lord Nuffield.

In 1945 Len Lord (he was knighted in 1954) became chairman and managing director of the Austin company and he played a big part in bringing about the merger with the Nuffield Organisation which created B.M.C. in 1952.

In that year the combined output of the group was 276,758 vehicles. It was largely the result of Sir Leonard's administrative talent and production genius that the Corporation's vehicle output rose to 669,000 by 1960. His foresight and courage made possible expansion plans which will give the organisation a production capacity of 1,000,000 units.

A man of great personal charm, Len Lord is at the same time so blunt and outspoken that he has sometimes embarrassed friends and colleagues, even at public gatherings; and by his virtual retirement, British industry has lost a " character " for whose achievements in the export field the British public as a whole should be grateful.

An exhilarating motoring experience—the E-type Jaguar

His place at the top in B.M.C. is taken by an old friend and colleague, Mr. George Harriman, whose connection with the group began when he was apprenticed at the Hotchkiss factory in 1923. This former Rugby player—he captained Coventry and Warwickshire in the early '30's—has been B.M.C.'s deputy chairman and its managing director since 1956.

Agip, the marketing subsidiary of E.N.I., Signor Enrico Mattei's State-controlled oil corporation in Italy, are planning next year to enter the petrol market in Britain—second biggest in the world—with Mr. Charles Forte as chairman of Agip's British subsidiary. They are also planning to build a refinery.

A team of sales experts has been studying the British market and Agip have already bought several sites on which Agip-style filling stations, possibly with snack bars, will be built. They are negotiating for an initial network of seventy sites. Shrewd Enrico Mattei, now fifty-three, will not have overlooked the town planning and other difficulties involved in establishing new petrol stations in Britain, nor the fact that most of Britain's garages are tied to the big international oil companies of which he is the avowed enemy.

Apart from using Britain as another battleground in his bitter fight against them, Signor Mattei will be hoping to cash in on the fact that the petrol market in Britain reputedly offers a bigger profit margin than any other country in Europe. Agip's invasion of the U.K. follows the arrival of Total of France (which now has about 100 sales outlets in the U.K.); the acquisition of the price-cutting Jet Petroleum organisation by U.S. Continental; the announcement that Murphy, a U.S. independent, will be introducing Murco petrol here in the Spring; and the rumour that Ultramar intend to " invade " Britain with its Golden Eagle petrol.

My mention of Total reminds me that the Zidpark undertaking near London's Southwark Bridge which the French oil company has leased from the Coal Board and sub-let to the Grange Group (experts in garage management) is now fully open.

I parked my car there the other day and was greatly impressed by the way in which cars are automatically whisked up to any one of eight floors—and brought down again—without being touched by human hand. It is all done by push-buttons, electronic circuits and photo-electric cells.

There is room for 480 cars. Installation costs and maintenance charges for this type of fully automatic car park are high and it will not be surprising if the charges frighten some motorists: 1s. 6d. an hour (with a minimum of two hours) and 10s. 6d. for a whole day (which can mean 24 hours if you leave your car there at 9 a.m.). Season tickets, of which a large number has been sold already, cost £2 10s. a week, £10 a month and £110 a year.

The garage forecourt is impressive. There are washing and lubrication bays, high-speed petrol pumps of modern design, the latest air pumps (with balanced inflation of each pair of tyres and a bold, easily-read pressure indicator of the mercury-column type), a 6d. in the slot vacuum cleaner which is free to regular customers and a petroil dispenser for two-strokes from which customers help themselves to 2s. worth of fuel.

Use of an E-type Jaguar grand touring coupé for a road test in Britain and France gave me one of my most exhilarating motoring experiences for a long time. Come to think of it, this 150 m.p.h. beauty was the fastest car it has ever been my pleasure to try out on the open road.

It is a magnificent vehicle, combining neck-jerking acceleration with amazing low-speed docility in top gear; and superb road-holding with exceptional comfort. Two of the more important ingredients in the make-up of this handsome two-seater which help to produce its impressive list of virtues are the independent rear springing (with the articulated half shafts forming the upper suspension links) and the limited slip differential. They make it possible to use in any gear a generous helping of the power produced by the fabulous 3·8-litre engine. Wheelspin and snaking are avoided even in show-off get-aways from traffic lights or " Halt " signs but once, on a wet road, I was spectacularly reminded that there is a limit to all things.

In open two-seater form the E-type costs £2,160. The price of the coupé I tried is £2,262. Amazing!

# *A Rose for Christmas at Garrard*

A Rose is a flower of rare beauty and, like the rose, jewellery from Garrard possesses that rare quality of beauty which captivates every heart. Here you will find modern jewellery designed and executed by craftsmen at their brilliant best. Exquisite jewellery; elegant silver; outstanding watches; whatever gift you have in mind this Christmas you will find it at Garrard—where tradition and craftsmanship go hand in hand to create exquisite modern jewellery.

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Diamond and 18 ct. gold bracelet £240.0.0

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C C.4124
Diamond and platinum brooch £1,240.0.0

D C.4035
18 ct. gold brooch £30.0.0

E C.4118
Aquamarine, pearl, diamond and platinum and 14 ct. white gold earclips £107.10.0

F C.4100
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G C.4123
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# CHRISTMAS PRESENTS FOR EXECUTIVES

*Practical suggestions of a wide range of suitable gifts to solve the perennial problem*

With days dwindling in which we can devote ourselves to finding those exactly-right gifts for some very special recipients, our thoughts of Christmas merriment tend to become hazed in a wispy mist of anxiety—an aspect of the fashionable modern perennial stress for which our psychiatrists have not yet invented a suitably impressive seasonal terminology.

In this, as in so many aspects of *angst*, action is the best antidote. My purpose, therefore, is first to set your imagination winging and then to bring your higher flights of generous impulse to a happy landing in the field of practicality. Yes, a private helicopter would no doubt be ideal as between one executive and another. Or, if the International Boat Show took place this month instead of in the New Year, how simple merely to drift around the glistening exhibits, nonchalantly ordering yachts for one's best friends!

Alas, not every donor's wallet is as big as his heart. But a sly campaign of insidious casual questions over a period sometimes uncovers a golden opportunity. "Always hankered after a really good ———" admits the unknowing incipient recipient, carelessly naming some appropriate object. Eureka! (the original Greek, you understand, for "Bingo!"). The problem is self-solving. If he is a keen amateur photographer, what about the 625-watt Spectosun, equal to three photo-floods?

Or if his sport is aircraft spotting, athletics, bird-watching, climbing, cricket, horse-racing or motor racing, wild fowling or yachting, then maybe he names binoculars as the ideal gift. Known names—Curry and Paxton, Carl Zeiss Jena, Highgate Optical, Ross—these are a guarantee of excellence, at prices from around £10 upwards. From Ross comes a particularly useful gift-selection aid, a booklet on "How to Choose Binoculars." Wearers of spectacles are well-looked after with special models nowadays. And Carl Zeiss, by the way, have a method of "blooming" spectacle lenses which beautifies the female eye and prevents the male motorist from seeing confusing night reflections.

Travel and ideas from abroad often give a vital clue to a refreshingly novel gift-of-the-year. With our current curiosity about things Russian, for instance, the Russian Shop in High Holborn, London, is worth exploring. What chess-playing executive would not be tremendously intrigued by chess pieces and board of amber (£750) from this land of chess-masters? Also from abroad, what about the idea of lawn handkerchiefs and head squares from Switzerland for yachtsmen and yachting ladies? At 13s. 6d. and 25s. respectively, generous in dimensions, they bear a design of racing yachts or yachting flags in blue and white, red and white, or multi-colours.

Carl Zeiss Jena 10x50 binoculars obtainable from C. Z. Scientific Instruments, £69 9s. 9d.

For any lady executive with an open-air interest, a sheepskin coat, such as those from Waddington's, the glove-makers of Hull, cannot fail to please. It will cost from about 21 guineas. Come to that, Degenhardt supply a torch-illuminated magnifier (£6 15s.) with which even a lady should be able to read a map! Or how about a Rollarama scent-dispenser (39s. 6d. upwards). It works like a ball-point pen.

Where surreptitious research fails to find a solution to the gift problem, direct inspiration can often be found in shops like Fortnum and Mason's in London's Piccadilly, or Harrods, in Knightsbridge. Moss Bros., in Covent Garden, and the many branches of Austin Reed's, Hornes and W. H. Smith's provide salvation for many a desperate present-seeker. In such places, newsworthy novelties can be found that endow a gift with an amusing story that often hits the bull's eye where mere expense might fail. Hornes' offer ties in Indian silk "gathered from untamed (*sic*) silkworms"; Smith's a boomerang clothes brush (not guaranteed to fly back to the hand if thrown at the executive's valet), and Austin Reed's furry miniature silver seal and black walrus paperweights that look positively alive at 37s. 6d. each.

Presents that are personal need not be outrageously expensive to achieve a high goodwill index.

(*Continued on page 330*)

The Parker 61 range has self-filling models at prices from £5 17s. 6d. to £26 12s. 6d., which can be bought from branches of The Pen Shop

A pedestal cigar cabinet in figured walnut to hold 1,000 cigars can be purchased for £255, from Dunhill

Two models of the elegant Flaminaire butane lighter in gold-plated crocodile (£10 10s.) and gold-plated "Diamond" pattern (£9 9s.)

A coach-hide ice bucket at £5 5s. from Aquascutum

Practical but not prosaic, munificent without being extravagant. These are of the essence of gift giving and what could more neatly fill the bill than these Ross binoculars in their beautiful presentation pack.

The 8×30 model illustrated costs £34. 8. 9. including solid English leather carrying case—other models from £20.

Wouldn't you like us to send to you (or to someone else, perhaps) a copy of our booklet on choosing binoculars.

ROSS
LONDON

ROSS ENSIGN LTD. CLAPHAM COMMON NORTH SIDE, LONDON, S.W.4.
*Obtainable from Opticians, Stores and Camera Dealers everywhere.*


# CHRISTMAS PRESENTS FOR EXECUTIVES

**Above left:** The Coalport Shaving Mirror, fitted with a light and a razor plug (£3 15s.) **Above right:** Hand made water-tight leather water jugs (£7 15s. and £3 17s.) and leather drinking vessels with pewter linings (£3 2s. 6d. and £1 15s.) can be obtained at Harry Hall Ltd. of London **Left:** 9-carat gold wrist watches from the Avia range. The model on the left is £19 10s. and the calendar watch £17

*(Continued from page 329)*

From Moss Bros. comes the idea of stamping the recipient's initials on each of a box of golf balls, with no extra charge to the purchaser. Or from Alfred Dunhill not only such prestige-laden gifts as an £85 gold Rollagas pocket lighter, a Churchwarden pipe-rack table lamp (£70), or a thousand-cigar cabinet in figured walnut at £255, but also the personal key ring (silver, £4 2s. 6d.; gold, £13 10s.) with the initials of the lucky person forming a bold stencil medallion.

Talking of smoking—and how much discussion and appreciation its mystique will evoke during the festive season—Flaminaire of Paris claim to have produced " the most elegant butane lighter in the world." Prices from 72s. 6d. to £100; the Baronet table model contains 10,000 flames—enough for the lucky owner to give lights to guests on even the most hospitable scale until perhaps 1964 or '65.

With smoking goes drinking. Harry Hall has something fascinatingly new-old in gifts: blackjack leather water jugs and pewter-lined tankards, replicas of eighteenth-century work, at 35s. for the tot-size mug and upwards. Aquascutum have an ice bucket in old English coach-hide with metal insert at 5 guineas. No present could be more functionally modern, on the other hand, than British Oxygen's Globemaster Sparklets soda siphon (£5 13s. 6d.), with drip tray and six bulbs for the fascinating business of making one's own soda water. Relaxing comfortably with or without a drink requires the right equipment,

*(Concluded on page 333)*

Latest American roll-on perfume applicator. Fill it with your own perfume. Guaranteed leak-proof. From most good stores. 39/6 – 126/–

*Rollarama*

FRENCH PERFUMERY CO., LTD.
35a Bessborough Place, London, S.W.1.

**Schick 3-Speed** is the only electric shaver you can give and be confident he'll use. That's because Schick is the only shaver that has 3 head settings and 3 shaving speeds —9 different shaving combinations—to let each man set the shave to fit his face.

A pair of 9 x 35 Solaross binoculars made by Ross Ensign Ltd. which costs £19 10s. 3d.

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# CHRISTMAS PRESENTS FOR EXECUTIVES

(*Continued from page 330*)

and the Postfoster Leg-Up leg rest or the Lodge Relaxator are ideal ways of achieving this.

Undoubtedly the most treasured gifts of all are those which are intrinsically precious, such as one would obtain at Garrard's, the Crown jewellers, in Regent Street, London. Say, a gentleman's gold Vacheron and Constantin wrist-watch at £185, or, for the lady of an executive, an aquamarine, diamond and platinum brooch (£685). Watches are always favourite presents, especially for some people when they have special features as in the Avia range—for instance, the Avia Daytyme (£22 15s.), which not only tells the time but the date and the day of the week.

There are many occasions, of course, when the more customary of gifts is the safest and best. An electric razor to start the executive's day smoothly—a Sunbeam Shavemaster, for example, at £10 13s. 3d., or a Schick three-speed shaver with different head settings, or a Unic battery shaver. Every day of his business life, too, the executive will certainly need the mightiest of executive weapons—his pen. Where to choose the best? The Pen Shop's three branches in London claim to be the only ones dealing solely with pens. Here is to be obtained such aristocrats of the pen world as the new self-filling Parker 61 at prices from £5 17s. 6d. to £26 12s. 6d. Personal guarantees go with every Pen Shop pen.

However we tackle it, the gift problem has to be faced now. Sometimes it can be solved happily with an idea from our book problems. W. H. Smith's will get the volume you choose. An even happier thought for a present that reminds regularly of your Christmas thoughtfulness is a year's subscription to *The Sphere*. How to arrange this is detailed on page 308.

**Lewis Dewey**

A gentleman's 9-carat gold Jaeger Le Coultre wrist watch at £54, and a gentleman's 18-carat gold Vacheron and Constantin wrist watch at £185, both obtainable from Garrards of London

A motorist's map case in pigskin from Moss Bros. at £6 7s. 6d.

A pair of 12 x 65 Regent binoculars, one of a range of binoculars from the Highgate Optical Manufacturing Co. Prices are from £9 9s. to £19 19s.

**Left:** A pair of reversed lambskin gloves for men, a rich chestnut in colour and hand-sewn throughout. These are made by G. Waddington and Son Ltd., of Hull, at 57s. 6d.


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AMBASSADOR
*Supersize*
*9 gns.*

Telescopic automatic controlled filling system. Visual Ink control—extra large ink capacity.

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THE PEN SHOP

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Foreign

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(*case 35/6 extra*)

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## CHRISTMAS PRESENTS FOR EXECUTIVES

# GOOD

One of Harrods' wide range of gift boxes of provisions. This one costs 10 guineas

This is the time of year when Christmas looms up. By now it is not something vaguely ahead in the distance, but close enough for the most dilatory of us to realise that planning is past, and it is time for action. In my view one of the greatest pleasures to be gained by the individual from this great Christian festival is the pleasure of giving. The giving of presents need not be a mere duty, or a job to be done and got out of the way with the least amount of trouble. I am convinced that it can become a pleasure if a little thought is given to the subject of what will give the greatest possible joy to the recipient. This need not be a matter for greater spending, for, with a little foresight and consideration, one can choose presents which will give the greatest pleasure for any particular amount of money one is prepared to spend.

Convinced of my first point, namely that choosing and giving presents is a pleasure, I can go a stage further and say that the business executive is a lucky man, for his share of this joy is double. In addition to giving presents to his family and personal friends, he has the added benefit of being able to do the same for a number of business associates and in many cases clients. I can assure him that his own satisfaction will be much greater if he will consider each recipient individually and choose something special. This forethought and care will be clearly appreciated when his friend or client receives, instead of the usual case of whisky, something else for which he is known to have a special preference, e.g., some chateau bottled claret (of his favourite growth) for laying down.

On a simpler level, it is so sad to see the many boxes of cigarettes accumulating on some people's desks in the last few days before Christmas; in many cases on the desks of people who don't even smoke, or if they do, not that particular brand. I am not saying that such gifts are not appreciated or that they are useless. After all, it is always possible to give some of the unwanted presents to others, often equally uninterested. No, let us get into the spirit of giving presents to the full, and try and choose gifts which will be received and welcomed with joy, for they are

A box of twenty-five Wills Embassy cigars costs 68s. 9d.

# LIVING

*By Ganymede*

Another Harrods' gift box—a selection of wines—costing 5 guineas

useful and liked, and because it shows that the donor has taken some trouble. The value of such a present is multiplied.

Having got all this off my mind, I propose to make a few specific suggestions, in the hope that they will make the choice of suitable presents easier. This column is concerned with the realm of food, wine and all things that make for good living, and my suggestions are intended for the cases in which the recipients are either gourmets, or at least enjoy those good things of which I usually sing here. I hope that covers all of us!

I have already mentioned claret in passing, so let 's begin with claret. If you know your friend has a favourite chateau, the solution is easy. Give him some of that, of the best year you can find. It is sad to relate, that while old, priceless clarets are to be found in private cellars, and in the cellars of the great London clubs, nothing much can be bought from the merchants that dates before 1952, or, here and there, of 1949, and the same applies to Burgundies. Some of the 1955's are ready for drinking, others will improve in the cellar for many years to come. For laying down there are also some very good, noble wines of 1957, and 1959's can be bought from some merchants, others will accept orders for early delivery.

For the lover of sweet wines to go with dessert, there is a wide choice of Sauternes and Barsac, from Chateau Yquem downwards, or a real connoisseur's gem, in the form of a Trockenbeerenauslese Hock or Moselle. You will find perhaps the widest choice of the latter in Loeb's list from 25s. to £7 a bottle. Champagne is another most welcome present, even more appreciated if you send your friend's favourite marque. Nearly all the manufacturers offer a vintage or non-vintage wine, and, once more I want to emphasise that not only the vintage is good! From Fortnum's you can order 1955 vintage or non-vintage Mercier. It will be sent direct to your friend, and the labels on the bottles will have an extra line printed: " Specially shipped for . . ."

If you know that there is a special interest in vintage port, other port, sherry, whisky, rum, gin, or various liqueurs, your job is equally easy. But in instances where you have no knowledge of special preferences, assorted parcels containing a selection of various wines and other drink are a good solution. Hatch Mansfield and Co. are offering several assorted parcels, from the " City Case " containing two bottles, a Royal Amontillado and a Taylor's

(*Continued on following page*)

**Left:** Bell's Spode ware decanter, containing the equivalent of a full bottle of selected old Scottish whiskies, is available for Christmas. Specially packed in a red and gold carton, its price is 67s. 6d.

Brandy this good
has no stars on its label

No brandy of lesser quality than Fine Champagne V.S.O.P. Cognac is permitted to bear the Remy Martin label. Hence no grading by stars. The question does not arise. All you need remember is to ask for Remy Martin. In return you enjoy a superior cognac of liqueur quality. For Remy Martin *make nothing less good.* In a word, Remy Martin cater for the one man in a hundred who refuses to offend his palate—or his guests—with any brandy less good than Fine Champagne V.S.O.P. Just ask for Remy Martin.

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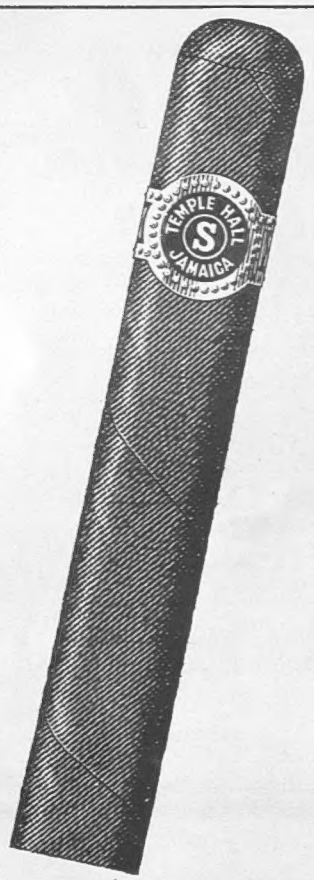


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**Old Town Hall, Kennington, London, S.E.11.**


# GOOD LIVING *(Continued from previous pages)*

One drink which is growing in popularity is vodka. This standard bottle of "Cossack" Vodka from Sir Robert Burnett and Co. Ltd. costs 39s. 4d.

One of the many different Christmas hampers offered by Fortnum and Mason Ltd.

**Right:** A snow scene decorates the Christmas covering for Player's packs of 50 cigarettes

Reserve Vintage Port for £2 5s. to the "Connoisseur's Case," a bottle each of very fine Burgundies (two), Claret, Barsac, Alsace, and Hock, all good vintage years, at £6 5s. Harrods have a gift box (No. 4), among many others, containing one bottle each of good Whisky, Sherry, Port, Claret, Graves and Burgundy at 5 guineas. Saccone and Speed have gift cases of fine wines containing two or three different bottles each, from 23s. to £5 10s. Nearly all wine merchants have something to offer on similar lines, but a little out of the ordinary is a special gift hamper offered by Hedges and Butler: a wicker picnic basket containing two bottles Gewürztraminer, Cuvée Reservée, 1959, and a tin of foie gras (to serve four to six persons) for 5 guineas.

This brings me to food. A great variety of hampers filled with delicacies are offered by Harrods, Fortnums and other stores, at a wide variety of prices. To please individual tastes and preferences, however, gifts of foie gras, caviar, certain cheeses (including Stilton) can be bought in attractive terrines and pots.

Although I have referred deprecatingly to unwanted gifts of cigarettes, they are certainly not out of place where they are going to be smoked, and, again, where the preference for a particular brand is known. Most manufacturers provide their larger boxes with festive outer clothing. This makes it very easy. Cigars are a slightly more difficult subject. The choice and variety is very wide from the large Corona-size Havanas of various makes down to the smaller sizes. These are all fairly expensive. Jamaicas are a little cheaper. One suggestion is the Temple Hall "Coronas Junior." British-made ones are, in my view, excellent value. The best of these, such as those made by Wills, for example, are very good, and they benefit by a great saving of customs duty, being rolled in this country from the best imported tobaccos.

Most firms will undertake to dispatch presents to friends abroad and, provided arrangements are made in good time, the difficulties are not very great. In this connection I must mention one scheme I have heard of. Reid Pye and Campbell, the agents for Remy Martin cognac, have a plan whereby it is possible to have cognac dispatched from Remy Martin's headquarters in France to recipients in any foreign country. This scheme operates in London through Fortnums and H. Fender Ltd. (wine merchants). Other firms deal with it in Manchester, Liverpool and other big cities.

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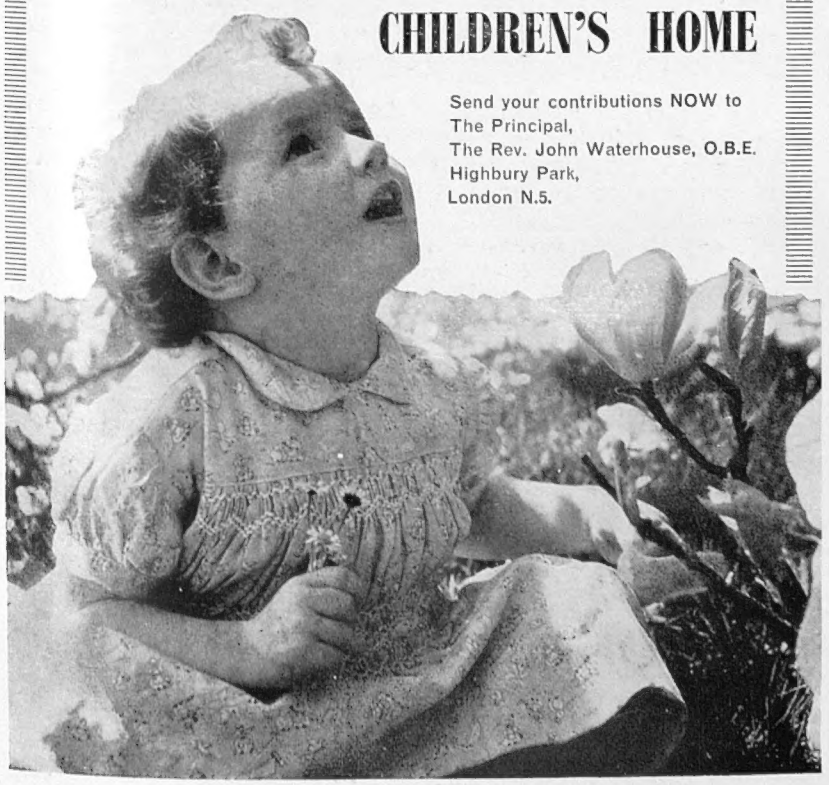

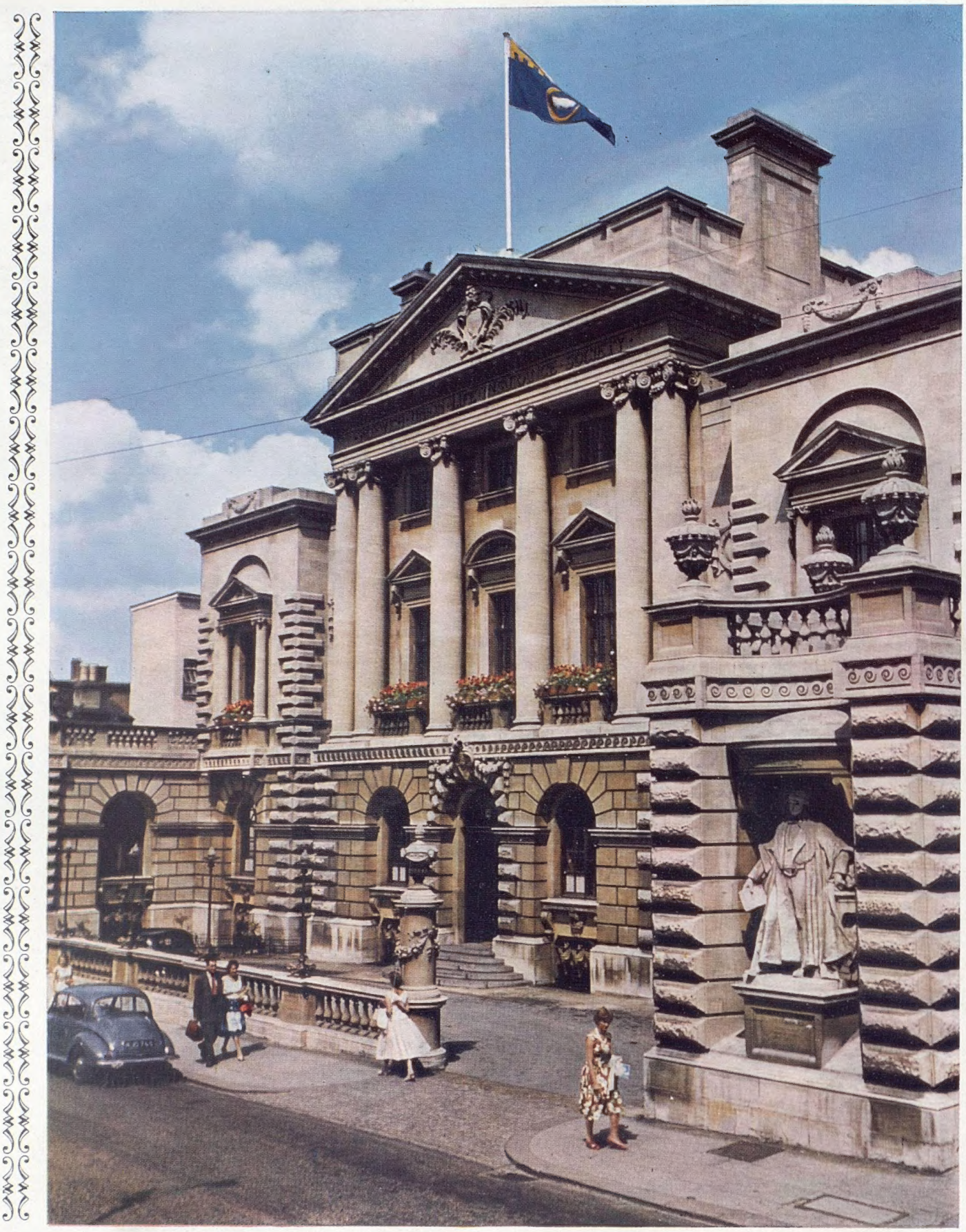

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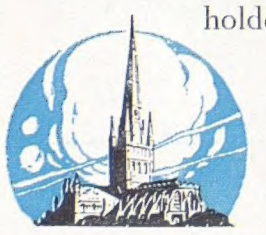
# *A fine city, NORWICH*

Throughout the years the head offices of the Norwich Union Insurance Societies have always remained in Norwich, the city that gave them birth. It was here that in 1797 Thomas Bignold founded the Fire Society and eleven years later the sister Life Society, whose main public office in Surrey Street is featured above.

Today, to cope with the ever-growing business, new 10-storey offices of modern design are being erected on an adjoining site. From these Norwich offices, which now cover seven acres, the two Societies administer a world-wide organisation, thus affording their numerous policy-holders a generous personal service in insurance wherever they may be.



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